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Commonwealth of Massachusetts.

THIRTY-SECOND ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1901.

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RAILROAD COMMISSIONERS.


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CLINTON WHITE, Melrose, . . . Term expires July 1, 1902.

WILLIAM A. CRAFTS, Boston, *Clerk*.
FRED E. JONES, Brookline, *Accountant*.
GEORGE F. SWAIN, Boston, *Bridge Engineer*.
WILLIAM J. McCULLOUGH, Boston, *Assistant Clerk*.

RAILROAD INSPECTORS.

DANIEL M. WHEELER, Worcester, . . Term expires October 1, 1903.
GRAFTON UPTON, Everett, . . . Term expires October 1, 1902.
JOHN Q. HENNIGAN, East Milton, . . Term expires October 1, 1901.
LEWELLYN H. McLAIN, Newtonville, . . Term expires October 1, 1903.

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COMMISSIONERS' REPORT.

Part 1.

RAILROAD CORPORATIONS.



Commonwealth of Massachusetts.

The Board of Railroad Commissioners respectfully submits its Thirty-second Annual Report.

MASSACHUSETTS RAILROAD CORPORATIONS.

Forty-six railroad corporations (the same number as in the last report), whose roads are located wholly or in part within the limits of this State, have made the annual returns required by law for the year ending June 30, 1900.

Of the forty-six corporations making returns as above, only eleven were engaged in actual railroad operation. A portion of these eleven companies also operated under lease or contract the roads of the other thirty-five companies. Four of the eleven operating companies—the Boston & Albany, Boston & Maine, Fitchburg, and New York, New Haven & Hartford—operated over 97 per cent of the railroad mileage, and conducted nearly 99 per cent of the entire passenger and freight traffic, covered by this report.

RAILROAD MILEAGE.

There was a net increase the last year of .390 of a mile in the length of railroad line located in this State resulting from the extension of the Boston & Providence Railroad in the city of Boston to the tracks of the Terminal Company.

An addition of 4.130 miles of second main track, 3.090 miles of third main track, 3.560 miles of fourth main track, and 43.090 miles of side track was also made to the existing roads within the State.

There are now in Massachusetts 2,108.900 miles of main and branch railroad line. There are besides 937.407 miles of second, third and fourth main track, and 1,370.047 miles of side track—making the total length of railroad track within the

State 4,416.354 miles. The following table gives the length of railroad line and track in this State, June 30, 1900, as compared with the previous year :—

Railroad Mileage in Massachusetts, 1899 and 1900.

RAILROAD MILEAGE.	1899.	1900.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	2,108.510	2,108.900	0.390
Length of second track, . . .	860.607	864.737	4.130
Length of third track, . . .	36.360	39.450	3.090
Length of fourth track, . . .	29.660	33.220	3.560
Length of side track, . . .	1,326.957	1,370.047	43.090
Total, reckoned as single track,	4,362.094	4,416.354	54.260

Mileage Owned.

The total length of railroad line *owned* by the Massachusetts companies *in* and *out* of the State, is 3,787.020 miles; and the total length of railroad track so owned, is 7,466.704 miles. The miles of main and branch line, of second, third and fourth main track, and of side track, owned June 30, 1900, and the increase over the previous year, are stated in the following table :—

Mileage Owned by Massachusetts Companies, 1899 and 1900.

MILEAGE OWNED.	1899.	1900.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	3,665.440	3,789.020	123.580
Length of second track, . . .	1,287.207	1,302.257	15.050
Length of third track, . . .	95.980	99.070	3.090
Length of fourth track, . . .	89.280	92.840	3.560
Length of side track, . . .	2,091.877	2,183.517	91.640
Total, reckoned as single track,	7,229.784	7,466.704	236.920

Mileage Operated.

The length of railroad line *operated* by the Massachusetts companies, *within* and *without* the State, including roads operated under lease or contract as well as roads owned, is 4,865.180

miles; and the total length of track so operated, is 9,109.114 miles — as shown in detail, with the increase for the year, in the next table: —

Mileage Operated by Massachusetts Companies, 1899 and 1900.

MILEAGE OPERATED.	1899.	1900.	Increase.
	Miles.	Miles.	Miles.
Length of main and branch line, .	4,803.240	4,865.180	61.940
Length of second track, . . .	1,364.977	1,380.027	15.050
Length of third track, . . .	111.030	114.120	3.090
Length of fourth track, . . .	102.980	106.540	3.560
Length of side track, . . .	2,552.657	2,643.247	90.590
Total, reckoned as single track,	8,934.884	9,109.114	174.230

A comparison of the foregoing tables will show that of the 3,789 miles of railroad line *owned* by Massachusetts companies, 1,680 miles are outside the State; and of the 4,865 miles *operated*, 2,756 miles are outside the State. In other words, over two-fifths of the total mileage *owned*, and more than one-half of the total mileage *operated*, by the companies whose business is covered by this report, are located in other States.

COST AND CAPITAL INVESTMENT PER MILE.

The roads of the Massachusetts companies are all of the standard gauge of four feet eight and one-half inches, with the exception of three roads whose gauge is three feet. The aggregate length of the narrow-gauge roads is 46.70 miles, of which 29.92 miles are located in this State.

The average cost of construction of standard-gauge road, as it stands on the books of the companies, is \$76,982.77 per mile of road owned, and the average cost of equipment is approximately \$7,656.24 — making together \$84,639.01 per mile. The average cost of construction of narrow-gauge road is \$40,823.89 per mile, with \$6,433.65 for equipment — or a total of \$47,257.54 per mile.

In reckoning or comparing cost per mile, the length of second, third and fourth main track should be taken into account. The following table gives the average cost of construction and of

equipment per mile of *road* owned, and also per mile of *main track* owned, including the cost but not the length of side track, for roads of each class, as returned by the companies at the close of the last two years : —

Cost of Construction and Equipment, June 30, 1899 and 1900.

CONSTRUCTION AND EQUIPMENT.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	1899.	1900.	1899.	1900.
<i>Standard-Gauge Roads.</i>				
Cost of construction, .	\$78,615 73	\$76,982 77	\$55,983 13	\$55,116 68
Cost of equipment, .	7,842 56	7,656 24	5,584 77	5,481 57
Totals, . . .	\$86,458 29	\$84,639 01	\$61,567 90	\$60,598 25
<i>Narrow-Gauge Roads.</i>				
Cost of construction, .	\$40,803 55	\$40,823 89	\$33,906 15	\$33,923 06
Cost of equipment, .	6,052 63	6,433 65	5,029 50	5,346 11
Totals, . . .	\$46,856 18	\$47,257 54	\$38,935 65	\$39,269 17

In the next table the cost of construction and equipment, and also the *capital investment* (amount of outstanding capital stock and net debt), per mile of road and per mile of main track, are given for each of the four leading standard-gauge roads, as ascertained from the returns of the companies owning the same, June 30, 1900 : —

Cost and Capital Investment per Mile (Four Roads).

RAILROADS.	PER MILE OF ROAD.		PER MILE OF MAIN TRACK.	
	Construction and Equipment.	Capital Investment.	Construction and Equipment.	Capital Investment.
Boston & Albany, . . .	\$97,766	\$104,924	\$53,646	\$57,574
Boston & Maine, . . .	79,170	96,088	59,746	72,514
Fitchburg, . . .	110,410	116,724	85,475	90,363
N. Y., N. H. & Hartford, .	135,608	152,618*	75,454	84,919*
Averages, . . .	\$104,950	\$117,572	\$68,429	\$76,659

* Not including capital stock issued in exchange for stocks of leased lines.

ASSETS AND LIABILITIES.

The gross assets of the companies, June 30, 1900, were \$405,188,329.69. The several classes of assets, and the increase or decrease in each class as compared with 1899, appear in the following table :—

Gross Assets, June 30, 1899 and 1900.

ASSETS.	1899.	1900.	Increase.
Construction,	\$286,395,399	\$290,000,636	\$3,605,237
Equipment,	28,662,843	28,952,561	289,718
Lands and buildings, . .	3,222,206	3,230,877	8,671
Stocks in other companies, .	31,199,618	30,307,877	891,741*
Bonds in other companies, .	6,669,318	6,299,117	370,201*
Other permanent property, .	2,035,527	2,218,027	182,500
Cash and current assets, .	23,543,288	25,218,566	1,675,278
Miscellaneous assets, . .	18,536,933	18,960,669	423,736
Gross Assets,	\$400,265,132	\$405,188,330	\$4,923,198

* Decrease.

The gross liabilities at the same date, including capital stock but excluding sinking and other special funds, were \$377,008,890.17. The several kinds of liabilities, and the amount of each as compared with 1899, are shown in the next table :—

Gross Liabilities, June 30, 1899 and 1900.

LIABILITIES.	1899.	1900.	Increase.
Capital stock,	\$213,255,282	\$216,213,263	\$2,957,981
Funded debt,	138,001,534	136,024,534	1,977,000*
Real estate mortgages, .	858,300	858,300	—
Current liabilities, . .	19,860,674	20,487,434	626,760
Accrued liabilities, . .	3,387,903	3,425,360	37,457
Gross Liabilities,† . .	\$375,363,693	\$377,008,891	\$1,645,198
Surplus,	24,901,439	28,179,439	3,278,000
Sinking and special funds, .	5,168,243	6,503,141	1,334,898

* Decrease.

† Exclusive of sinking and other special funds.

A comparison of the foregoing tables shows that there was a gain over the previous year of \$4,923,198 in gross assets, and an increase of \$1,645,198 in gross liabilities, — a balance of \$3,278,000 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are given in the table below : —

Gross Assets, Liabilities and Surplus for Ten Years, 1891–1900.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Per Cent Surplus to Capital.
1891,	\$301,185,709	\$289,530,588	\$11,655,121	7.35
1892,	307,634,377	295,157,876	12,476,501	7.15
1893,	334,724,845	320,551,032	14,173,813	7.60
1894,	353,362,317	342,060,944	11,301,373	5.89
1895,	360,639,658	346,739,520	13,900,138	7.18
1896,	380,502,835	363,623,710	16,879,124	8.23
1897,	385,439,818	367,353,742	18,086,076	8.78
1898,	390,322,164	367,679,526	22,642,638	11.01
1899,	400,265,132	375,363,693	24,901,439	11.68
1900,	405,188,330	377,008,891	28,179,439	13.03
Averages, . .	\$361,926,519	\$344,506,952	\$17,419,567	8.93

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending June 30, 1900, was \$90,190,635.45, and the total expenditures, including dividends paid, were \$89,023,862.44 — showing a net surplus for the year of \$1,166,773.01 to be added to surplus account.

The sources of total income, and the amount derived from each source as compared with the previous year, were as follows : —

Total Income, 1899 and 1900.

INCOME.	1899.	1900.	Increase.
Gross earnings from operation, .	\$75,430,061	\$82,191,293	\$6,761,232
Rentals from lease of road, .	6,902,718	6,895,521	7,197*
Income from other sources, .	1,177,903	1,103,821	74,082*
Total Income,	\$83,510,682	\$90,190,635	\$6,679,953

* Decrease.

The items of total expenditure, with the surplus for the year, and the increase or decrease in each item as compared with the previous year, are shown in the following table :—

Total Expenditures, 1899 and 1900.

EXPENDITURES.	1899.	1900.	Increase.
Expenses of operation, . .	\$51,490,351	\$56,900,642	\$5,410,291
Interest on debt and loans, . .	6,321,273	6,196,653	124,620*
Taxes,	4,389,403	5,005,730	616,327
Rentals of leased roads, . .	8,366,944	8,270,958	95,986*
Other charges on income, . .	144,081	150,932	6,851
Dividends paid,	12,143,749	12,498,947	355,198
Total Expenditures, . .	\$82,855,801	\$89,023,862	\$6,168,061
Surplus for the year, . . .	654,881	1,166,773	511,892

* Decrease.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the forty-six Massachusetts corporations, June 30, 1900, was \$216,213,262.65 — a net increase of \$2,957,980.30 over the previous year, resulting from additions in the case of the following companies :—

Additions :—

Boston & Maine,	\$2,683,150 30
Central Massachusetts (preferred),	30 00
New York, New Haven & Hartford,	44,000 00
Norwich & Worcester,	230,800 00
Total increase of capital stock,	\$2,957,980 30

During the year ending June 30, 1900, the Board authorized and approved, under chapter 462 of the Acts of 1894, an increase and issue of capital stock by the several companies and for the several amounts shown in the following table:—

Issues of Capital Stock Authorized by the Board.

RAILROAD COMPANIES.	Date when Authorized.	Amount Authorized.
Boston & Maine,	December 1, 1899,	\$592,000 00
Boston & Maine,	December 1, 1899,	591,537 80
Boston & Maine,	December 1, 1899,	1,500,000 00
Norwich & Worcester,	December 28, 1899,	230,800 00
Total amount authorized,		\$2,913,537 80

Dividends.

The total amount of dividends declared the last year was \$12,498,946.91—an increase of \$355,197.91 over the previous year. Thirty-four of the forty-six corporations declared dividends varying in rate from 1 to 10 per cent, and twelve paid no dividends.

Five companies paid 10 per cent; two paid 9 per cent; five paid 8 per cent; four paid 7 per cent; one paid 7 per cent on common and 6 per cent on preferred; three paid 6 per cent; one paid 5½ per cent; one paid 5 per cent; one paid 4½ per cent; three paid 4 per cent; one paid 4 per cent on preferred and nothing on common stock; one paid 3 per cent; one paid 3 per cent on preferred and nothing on common stock; two paid 2 per cent; one paid 1½ per cent; one paid 1½ per cent on preferred and nothing on common stock; and one paid 1 per cent.

The amount of the capital stock of the thirty-four dividend-paying companies, was \$214,696,822.63,* on which the average rate of dividend was 5.82 per cent. The amount of the capital stock of the twelve companies paying no dividends, was \$1,516,440.02. Including the latter, the average dividend on the whole amount of capital stock outstanding at the end of the year, was 5.78 per cent.

* Including common stock on which, in the case of three of these companies, no dividend was paid.

The following table gives the total capital stock outstanding at the end of the year; the net income available for dividends (after paying all expenses, interest, taxes, rentals and other charges); the amount of dividends declared; and the average percentage of dividends to total capital stock, for each of the last ten years:—

Capital Stock, Net Income and Dividends, 1891–1900.

YEARS.	Capital Stock.	Net Divisible Income.	Dividends Declared.	Percentage to Total Capital Stock.
1891, . . .	\$158,488,426	\$9,629,807	\$9,013,517	5.69
1892, . . .	174,513,552	10,168,031	9,529,575	5.46
1893, . . .	186,440,423	12,060,502	10,832,400	5.81
1894, . . .	191,892,697	9,380,969	11,204,530	5.84
1895, . . .	193,506,847	11,326,019	11,364,565	5.87
1896, . . .	205,105,977	11,625,746	11,260,994	5.49
1897, . . .	205,671,652	11,467,847	11,522,998	5.60
1898, . . .	205,766,507	11,823,827	11,599,462	5.64
1899, . . .	213,255,282	12,798,630	12,143,749	5.69
1900, . . .	216,213,263	13,665,720	12,498,947	5.78
Averages, .	\$195,085,463	\$11,394,710	\$11,097,074	5.69

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, June 30, 1900, was \$136,024,533.61—a decrease of \$1,977,000.00 from the previous year, resulting from additions and deductions in the case of the following companies:—

Additions:—

Boston & Maine,	\$25,000 00
Hoosac Tunnel & Wilmington,	54,000 00
Norwich & Worcester,	245,000 00

Total additions to funded debt, \$324,000 00

Deductions:—

Fitchburg,	\$1,001,000 00
New Haven & Northampton,	1,300,000 00

Total deductions from funded debt, \$2,301,000 00

Net decrease of funded debt, \$1,977,000 00

Issue of Bonds Authorized by the Board.

On December 28, 1899, the Board authorized and approved, under chapter 462 of the Acts of 1894, an issue of bonds by the Norwich & Worcester Railroad Company, amounting to \$245,000.00 for the payment of an existing floating debt incurred for construction. Additional issues of bonds, authorized by the Board from July 1, 1900, to December 31, 1900, inclusive, will be found in the Appendix.

Unfunded Debt.

The amount of real estate mortgages outstanding June 30, 1900, was \$858,300.00 — there being no change from the previous year.

The total unfunded debt, including the above mortgages, was \$24,771,093.91 — an increase of \$664,216.94 over the previous year.

The gross debt, funded and unfunded, was \$160,795,627.52 — a decrease of \$1,312,783.06.

The net debt (the gross debt less \$25,218,566.43 of cash and current assets) was \$135,577,061.09 — a decrease of \$2,988,-061.01.

In computing the net debt, the sum of \$18,960,668.59 returned under the head of "miscellaneous assets," covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1891-1900.

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Net Debt.†
1891, . . .	\$106,158,021	\$24,884,141	\$131,042,162	\$112,142,466
1892, . . .	100,108,797	20,535,527	120,644,324	101,670,609
1893, . . .	108,468,211	25,642,398	134,110,609	115,008,021
1894, . . .	126,646,016	23,522,230	150,168,246	129,977,773
1895, . . .	128,991,353	24,241,320	153,232,673	132,723,454
1896, . . .	132,202,380	26,315,353	158,517,733	138,270,496
1897, . . .	135,816,380	25,865,710	161,682,090	141,054,983
1898, . . .	140,554,407	21,358,612	161,913,019	141,997,181
1899, . . .	138,001,534	24,106,877	162,108,411	138,565,122
1900, . . .	136,024,534	24,771,094	160,795,628	135,577,061

* Including real estate mortgages.

† Gross debt less cash and current assets.

VOLUME OF TRAFFIC.

Train Mileage.

The total number of miles run by passenger trains (including in the passenger train mileage one-quarter of the mixed train mileage) the last year, on the roads of all the companies, was 28,220,270 — an increase of 426,060 miles over the previous year; by freight trains (including three-quarters of the mixed train mileage), 17,680,269 — a decrease of 146,556 miles; and by all other trains 13,151,881 — an increase of 2,264,367 miles.

The total number of miles run by trains of all kinds was 59,052,420, — an increase of 2,543,871 over the previous year.

The mileage of passenger, freight and other trains, for each of the last ten years, is stated in the following table : —

Train Mileage for Ten Years, 1891-1900.

YEARS.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
1891, . . .	22,288,108	16,727,141	9,966,435	48,981,684
1892, . . .	23,548,735	17,466,057	10,350,670	51,365,462
1893, . . .	26,041,383	19,172,518	12,213,041	57,426,942
1894, . . .	25,118,810	16,932,335	11,166,135	53,217,280
1895, . . .	24,302,800	17,019,851	10,582,973	51,905,624
1896, . . .	26,392,246	18,354,625	12,610,907	57,357,778
1897, . . .	26,236,109	17,452,890	11,834,184	55,523,183
1898, . . .	27,046,501	17,721,128	11,666,838	56,434,467
1899, . . .	27,749,110	17,691,524	11,067,915	56,508,549
1900, . . .	28,220,270	17,680,269	13,151,881	59,052,420

The next table shows the train mileage on each of the four leading railroads of the State, for the last year : —

Train Mileage (Four Roads) in 1900.

RAILROAD COMPANIES.	MILES RUN BY			Total Train Mileage.
	Passenger Trains.	Freight Trains.	Other Trains.	
Boston & Albany, . . .	3,160,908	2,828,576	1,509,690	7,499,174
Boston & Maine, . . .	8,107,939	5,181,140	5,123,483	18,412,562
Fitchburg,	2,556,619	2,752,203	962,752	6,271,574
N. Y., N. H. & Hartford,	13,625,481	6,512,776	5,336,267	25,474,524
Averages,	6,862,737	4,318,674	3,233,048	14,414,459

Passenger Traffic.

The total number of passengers carried the last year was 108,768,303 — an increase of 6,724,323 passengers over the previous year. Each passenger travelled on the average a distance of 17.08 miles, making the total passenger mileage 1,858,253,279 — an increase of 142,171,674 miles, or passengers carried one mile, over the previous year.

The total volume of passenger traffic for each of the last ten years is shown in the following table : —

Passenger Mileage for Ten Years, 1891-1900.

YEARS.	Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.	Average Passengers per Train Mile.
1891,	107,271,842	14.25	1,528,234,020	68
1892,	110,915,454	14.35	1,591,795,252	67
1893,	119,779,947	14.56	1,744,388,553	67
1894,	109,434,184	14.85	1,624,569,781	65
1895,	107,856,348	15.17	1,636,197,381	67
1896,	111,629,051	15.89	1,773,733,208	67
1897,	102,743,890	16.29	1,674,175,174	64
1898,	101,940,722	16.47	1,678,640,940	63
1899,	102,043,980	16.82	1,716,081,605	62
1900,	108,768,303	17.08	1,858,253,279	66

The passenger mileage on the four leading railroads during the last year, was as follows : —

Passenger Mileage (Four Roads) in 1900.

RAILROAD COMPANIES.	Passengers Carried.	Average Journey. (Miles.)	Total Passenger Mileage.	Average Passengers per Train Mile.
Boston & Albany, .	10,302,009	21.66	223,179,584	71
Boston & Maine, .	32,932,814	15.95	525,145,571	65
Fitchburg, . . .	7,357,599	16.75	123,242,531	48
N. Y., N. H. & Hartford,	52,096,916	18.11	943,642,580	69
Averages, . . .	25,672,335	17.68	453,802,567	66

The next table gives the annual number of passengers carried to and from Boston on the railroads which have a terminus in this city, including the Boston, Revere Beach & Lynn, for each of the last ten years : —

Passengers to and from Boston, 1891-1900.

YEARS.	Number of Passengers.	Annual Increase.	YEARS.	Number of Passengers.	Annual Increase.
1891, . .	51,294,903	3,222,427	1896, . .	53,499,695	1,483,774
1892, . .	54,151,859	2,856,956	1897, . .	49,691,215	3,808,480*
1893, . .	56,581,541	2,429,682	1898, . .	48,967,467	723,748*
1894, . .	52,756,601	3,824,940*	1899, . .	49,174,631	207,164
1895, . .	52,015,921	740,680*	1900, . .	52,334,148	3,159,517

* Decrease.

The number of these passengers the last year was 4,261,672 greater than ten years ago, and 318,227 greater than five years ago.

Freight Traffic.

The total number of tons of freight hauled on all the roads the last year was 40,316,711 — an increase of 4,088,627 tons over the previous year. Each ton of freight was hauled on the average a distance of 85.81 miles, making the total freight

mileage 3,459,439,263 — an increase of 247,795,829 miles, or tons hauled one mile, over the previous year.

Freight Mileage for Ten Years, 1891–1900.

YEARS.	Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
1891,	29,181,594	71.05	2,073,437,566	123
1892,	31,131,146	72.01	2,241,775,988	127
1893,	32,995,033	73.68	2,431,081,708	125
1894,	27,378,660	79.90	2,187,504,182	128
1895,	30,858,173	83.01	2,561,598,881	148
1896,	34,605,838	83.18	2,878,369,521	155
1897,	33,276,416	84.80	2,821,770,240	160
1898,	35,338,724	85.54	3,022,770,499	172
1899,	36,228,084	88.65	3,211,643,434	182
1900,	40,316,711	85.81	3,459,439,263	195

The preceding table gives the total volume of freight traffic for each of the last ten years.

The next table gives the freight mileage on the four leading roads for the last year: —

Freight Mileage (Four Roads) in 1900.

RAILROAD COMPANIES.	Tons of Freight Hauled.	Average Haul. (Miles.)	Total Freight Mileage.	Average Tons per Train Mile.
Boston & Albany, . .	5,216,653	112.60	587,404,600	208
Boston & Maine, . .	12,426,571	66.99	832,397,963	161
Fitchburg,	5,545,243	116.73	647,275,302	235
N. Y., N. H. & Hartford,	15,708,266	85.36	1,340,789,590	206
Averages,	9,724,183	87.61	851,966,864	197

DENSITY OF TRAFFIC.

By “density of traffic” is meant the average annual number of passengers or tons of freight carried one mile per total mile of railroad operated. The density of traffic on a railroad system, other things being equal, is a measure of its earning capacity.

The following table shows the density of passenger traffic and freight traffic, and of both combined, during the last year, on all of the Massachusetts railroads taken together, and on the four leading roads in detail.

Density of Passenger and Freight Traffic in 1900.

RAILROAD COMPANIES.	Passengers Carried One Mile per Mile of Road Operated.	Tons of Freight Carried One Mile per Mile of Road Operated.	Total Pas- sengers and Tons of Freight so Carried.
All Massachusetts companies, .	381,950	711,061	1,093,011
Boston & Albany,	566,518	1,491,064	2,057,582
Boston & Maine,	299,789	475,189	774,978
Fitchburg,	269,218	1,413,944	1,683,162
N. Y., N. H. & Hartford, . .	463,097	657,998	1,121,095
Averages (four companies),	391,114	734,275	1,125,389

EARNINGS AND EXPENSES OF OPERATION.

The gross earnings and expenses of operation the last year are classified and compared with those of the previous year, in the following table : —

Gross Earnings and Expenses of Operation, 1899 and 1900.

EARNINGS AND EXPENSES.	1899.	1900.	Increase.
Revenue from passengers, . . .	\$30,310,157	\$32,554,338	\$2,244,181
from mails, express, etc., .	5,015,078	5,177,905	162,827
Revenue from freight,	37,962,375	42,321,407	4,359,032
from elevators, etc., . . .	1,347,754	1,303,692	44,062*
Other earnings from operation, .	794,697	833,951	39,254
Gross earnings from operation,	\$75,430,061	\$82,191,293	\$6,761,232
Operating expenses,	51,490,351	56,900,642	5,410,291
Net earnings from operation, .	\$23,939,710	\$25,290,651	\$1,350,941

* Decrease.

The next two tables show the revenue from passenger service and freight service respectively, the other earnings from

operation, and the gross earnings from operation, on each of the four leading roads for the last year, and on all of the roads for each of the past ten years : —

Gross Earnings from Operation (Four Roads) in 1900.

RAILROAD COMPANIES.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
Boston & Albany, . .	\$4,653,314	\$5,086,796	\$216,028	\$9,956,138
Boston & Maine, . .	10,162,161	12,048,941	90,662	22,301,764
Fitchburg,	2,516,730	5,442,023	112,688	8,071,441
N. Y., N. H. & Hartford, .	19,764,755	20,164,753	395,644	40,325,152
Averages,	\$9,274,240	\$10,685,628	\$203,756	\$20,163,624

Gross Earnings from Operation for Ten Years, 1891-1900.

YEARS.	Revenue from Passenger Service.	Revenue from Freight Service.	Other Earnings from Operation.	Gross Earnings from Operation.
1891,	\$30,938,054	\$29,732,724	\$812,326	\$61,483,104
1892,	32,211,733	30,878,350	1,053,204	64,143,287
1893,	35,579,616	34,360,752	995,562	70,935,930
1894,	33,252,621	29,812,095	1,063,707	64,128,423
1895,	33,396,319	33,682,562	1,076,025	68,154,906
1896,	36,395,024	37,885,071	606,385	74,886,480
1897,	34,745,628	36,514,714	674,431	71,934,773
1898,	34,680,057	38,204,984	714,493	73,599,534
1899,	35,325,236	39,310,129	794,697	75,430,062
1900,	37,732,243	43,625,099	833,951	82,191,293

Ratio of Operating Expenses to Gross Earnings.

The following tables give in like manner the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings from operation of the four leading companies for the last year, and of all the companies for ten years : —

Ratio of Operating Expenses to Gross Earnings (Four Roads) in 1900.

RAILROAD COMPANIES.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
Boston & Albany, .	\$9,956,138	\$6,569,231	65.98	\$3,386,907
Boston & Maine, .	22,301,764	15,569,627	69.81	6,732,137
Fitchburg, . . .	8,071,441	5,367,867	66.50	2,703,574
N. Y., N. H. & Hartford,	40,325,152	28,224,840	69.99	12,100,312
Averages, . . .	\$20,163,624	\$13,932,891	69.11	\$6,230,733

Ratio of Operating Expenses to Gross Earnings, 1891-1900.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings from Operation.
1891,	\$61,483,104	\$42,432,063	69.01	\$19,051,041
1892,	64,143,287	44,690,012	69.67	19,453,275
1893,	70,935,930	49,503,963	69.79	21,431,967
1894,	64,128,423	44,464,805	69.34	19,663,618
1895,	68,154,906	46,446,304	68.15	21,708,602
1896,	74,886,480	52,362,382	69.92	22,524,098
1897,	71,934,773	49,413,299	68.69	22,521,474
1898,	73,599,534	50,890,883	69.28	22,708,651
1899,	75,430,061	51,490,351	68.26	23,939,710
1900,	82,191,293	56,900,642	69.23	25,290,651
Averages, . . .	\$70,688,779	\$48,859,470	69.11	\$21,829,309

Earnings and Expenses per Mile of Road Operated.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile of road operated by the four leading companies for the last year, and by all of the companies for each of the past ten years, are shown in the following tables:—

*Earnings and Expenses per Mile of Road Operated (Four Roads)
in 1900.*

RAILROAD COMPANIES.	Gross Earnings.	Operating Ex- penses.	Net Earnings.
Boston & Albany,	\$25,273	\$16,675	\$8,598
Boston & Maine,	12,731	8,317	3,844
Fitchburg,	17,632	11,726	5,906
N. Y., New Haven & Hartford, .	19,790	13,851	5,939
Averages,	\$17,378	\$12,008	\$5,370

Earnings and Expenses per Mile of Road Operated, 1899-1900.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1891, .	\$15,413	\$10,637	\$4,776	1896, .	\$15,845	\$11,079	\$4,766
1892, .	15,920	11,092	4,828	1897, .	15,229	10,461	4,768
1893, .	16,390	11,438	4,952	1898, .	15,571	10,766	4,805
1894, .	14,813	10,271	4,542	1899, .	15,773	10,767	5,006
1895, .	15,660	10,672	4,988	1900, .	16,894	11,696	5,198

Earnings and Expenses per Revenue-Train Mile.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile run by trains earning revenue, on all of the roads, for each of the last ten years, have been as follows : —

Earnings and Expenses per Total Revenue-Train Mile, 1891-1900.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1891, .	\$1.565	\$1.080	\$0.485	1896, .	\$1.664	\$1.163	\$0.501
1892, .	1.554	1.083	.471	1897, .	1.638	1.125	.513
1893, .	1.558	1.088	.470	1898, .	1.637	1.132	.505
1894, .	1.512	1.051	.461	1899, .	1.653	1.128	.525
1895, .	1.637	1.115	.522	1900, .	1.791	1.240	.551

Earnings and Expenses per Revenue-Train Mile (Four Roads) in 1900.

RAILROAD COMPANIES.	Gross Earn-ings per Passenger-Train Mile.	Gross Earn-ings per Freight-Train Mile.	PER TOTAL REVENUE-TRAIN MILE.		
			Gross Earn-ings.	Operating Expenses.	Net Earnings.
Boston & Albany, . . .	\$1.472	\$1.798	\$1.662	\$1.097	\$0.565
Boston & Maine, . . .	1.253	2.326	1.678	1.172	.506
Fitchburg, . . . . .	.984	1.977	1.520	1.011	.509
N. Y., N. H. & Hartford,	1.451	3.096	2.002	1.402	.600
Averages,	\$1.351	\$2.474	\$1.803	\$1.246	\$0.557

The average gross earnings from operation per passenger-train mile and per freight-train mile, and the gross and net earnings and operating expenses per total revenue-train mile, on the four leading railroads of the State, are given for the last year in the preceding table.

The *expenses* of operation per passenger-train mile and per freight-train mile, respectively, cannot be stated, because the operating expenses of the passenger department are not kept by the companies separately from those of the freight department.

Earnings and Expenses per Total Train Mile.

The average gross earnings and operating expenses per train mile of *all* trains, including switching, construction and other trains not earning revenue, on all of the roads for the last ten years, and on each of the four leading roads for the last two years, are stated in the following tables:—

Earnings and Expenses per Total Train Mile, 1891–1900.

YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.	YEARS.	Gross Earnings.	Operating Expenses.	Net Earnings.
1891, .	\$1.255	\$0.866	\$0.389	1896, .	\$1.303	\$0.913	\$0.390
1892, .	1.249	.870	.379	1897, .	1.296	.890	.406
1893, .	1.235	.862	.373	1898, .	1.304	.902	.402
1894, .	1.205	.835	.370	1899, .	1.335	.911	.424
1895, .	1.313	.895	.418	1900, .	1.392	.964	.428

Earnings and Expenses per Total Train Mile (Four Roads) in 1899 and 1900.

RAILROAD COMPANIES.	GROSS EARNINGS.		OPERATING EXPENSES.		NET EARNINGS.	
	1899.	1900.	1899.	1900.	1899.	1900.
Boston & Albany, . .	\$1.264	\$1.328	\$0.804	\$0.876	\$0.460	\$0.452
Boston & Maine, . .	1.163	1.211	.797	.846	.366	.365
Fitchburg, . . .	1.205	1.287	.837	.856	.368	.431
N. Y., N. H. & Hartford,	1.523	1.583	1.049	1.108	.474	.475
Averages, . . .	\$1.340	\$1.399	\$0.913	\$0.967	\$0.427	\$0.432

FARES AND FREIGHTS.

Passenger Fares.

The average passenger fare per mile on the Massachusetts railroads for each of the last thirty years, as ascertained from the annual returns to the Board, is given in the following table:—

Average Passenger Fare per Mile (All Massachusetts Roads) for 30 Years, 1871 to 1900.

YEARS.	Fares.	YEARS.	Fares.	YEARS.	Fares.
	Cents.		Cents.		Cents.
1871, . .	2.51	1881, . .	2.02	1891, . .	1.83
1872, . .	2.43	1882, . .	2.00	1892, . .	1.83
1873, . .	2.32	1883, . .	2.00	1893, . .	1.83
1874, . .	2.30	1884, . .	1.92	1894, . .	1.80
1875, . .	2.30	1885, . .	1.88	1895, . .	1.78
1876, . .	2.23	1886, . .	1.88	1896, . .	1.79
1877, . .	2.22	1887, . .	1.85	1897, . .	1.80
1878, . .	2.18	1888, . .	1.90	1898, . .	1.78
1879, . .	2.11	1889, . .	1.87	1899, . .	1.77
1880, . .	2.05	1890, . .	1.82	1900, . .	1.75

The table shows a gradual reduction of the average fare, with occasional slight fluctuations, from 2.51 cents per mile

in 1871 to 1.75 cents per mile in 1900. This is a reduction of 30 per cent for the period, or an average reduction of one per cent a year.

Average Passenger Fare per Mile (Five Roads) in 1870, 1880, 1890 and 1898-1900.

RAILROAD COMPANIES.	1870.	1880.	1890.	1898.	1899.	1900.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.78	2.09	1.86	1.75	1.74	1.75
Boston & Maine, . . .	2.14	2.14	1.83	1.74	1.71	1.73
Fitchburg,	2.56	1.88	1.91	1.83	1.80	1.81
New England,	—	2.12	1.96	1.93	—	—
N. Y., N. H. & Hartford, .	2.38	1.92	1.73	1.77	1.80	1.78
All five companies, . .	2.40	2.01	1.81	1.77	1.77	1.76

The preceding table gives the average passenger fares per mile on the *five* leading Massachusetts railroads, taken singly and as a group, for the years 1870, 1880 and 1890, and for each of the last three years, 1898 to 1900.

The average fare the last year on the five roads in question, 1.76 cents per mile, is a reduction of 27 per cent from the corresponding fare of 2.40 cents in 1870.

In the next table, the average passenger fares per mile in 1900 on *four* leading railroads, taken singly and as a group, are compared with the fares on the same roads in 1865; and the percentage of the new fare to the old, and the resulting percentage of reduction in each case, are as follows:—

Comparative Passenger Fare per Mile (Four Roads) in 1865 and 1900.

RAILROAD COMPANIES.	Fare 1865.	Fare 1900.	Per Cent of 1900 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany,	2.81	1.75	62	38
Boston & Maine,	2.57	1.73	67	33
Fitchburg,	2.59	1.81	70	30
N. Y., New Haven & Hartford, .	2.32	1.78	77	23
All four companies, . . .	2.59	1.76	68	32

The figures in this table indicate an average passenger fare of 2.59 cents per mile in 1865, on the leading railroad lines of the State, as against a corresponding fare of 1.76 cents in 1900, — a reduction of 32 per cent in the intervening period of thirty-five years.

Freight Rates.

In the tables which follow, the average rates per ton mile for the transportation of merchandise on the railroads of this State are shown for the same years and intervals of years, for all of the roads and for the same groups of roads, as in the preceding tables of passenger fares.

The first table gives the average freight rate per ton mile on all of the roads for each of the last thirty years : —

Average Freight Rate per Ton Mile (All Massachusetts Roads) for 30 Years, 1871 to 1900.

YEARS.	Rates.	YEARS.	Rates.	YEARS.	Rates.
	Cents.		Cents.		Cents.
1871, . .	3.11	1881, . .	1.71	1891, . .	1.42
1872, . .	2.81	1882, . .	1.71	1892, . .	1.36
1873, . .	2.75	1883, . .	1.72	1893, . .	1.39
1874, . .	2.64	1884, . .	1.64	1894, . .	1.33
1875, . .	2.45	1885, . .	1.59	1895, . .	1.28
1876, . .	2.17	1886, . .	1.64	1896, . .	1.28
1877, . .	2.07	1887, . .	1.62	1897, . .	1.25
1878, . .	1.92	1888, . .	1.55	1898, . .	1.22
1879, . .	1.82	1889, . .	1.50	1899, . .	1.18
1880, . .	1.84	1890, . .	1.45	1900, . .	1.22

The average freight rate of 3.11 cents per mile in 1871 fell, as appears in the table, by constant and rapid gradations year by year to 1.82 cents in 1879. With some after fluctuations, but on a gradually descending scale, it reached in 1899 its lowest point at 1.18 cents per ton mile ; while in 1900 it again advanced to 1.22 cents per ton mile, a reduction of 61 per cent from the rate of 3.11 cents in 1871.

The following table shows the average rate per ton mile on the *five* leading railroads of the State, taken singly and as a group, in 1870, 1880 and 1890, and for each of the last three years, 1898 to 1900 : —

Average Freight Rate per Ton Mile (Five Roads) in 1870, 1880, 1890 and 1898-1900.

RAILROAD COMPANIES.	1870.	1880.	1890.	1898.	1899.	1900.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.19	1.21	1.11	.83	.78	.82
Boston & Maine, . . .	4.45	2.56	1.76	1.48	1.43	1.44
Fitchburg,	4.81	1.37	.99	.82	.77	.80
New England,	-	2.86	1.22	1.10	-	-
N. Y., N. H. & Hartford, .	4.09	2.41	2.07	1.51	1.41	1.45
All five companies, . .	2.95	1.65	1.44	1.21	1.18	1.22

The table finds the average rate on the foregoing group of roads to have been 2.95 cents per ton mile in the year 1870. The corresponding rate for the last year is 1.22 cents. This is a reduction of 59 per cent.

The next table compares the average freight rates in 1900, on *four* leading railroads, taken singly and as a group, with the rates on the same roads in 1865; and, as in the corresponding table of passenger fares, gives the percentage of the later to the earlier rate, and the percentage of reduction, for each and all of the four roads:—

Comparative Freight Rate per Ton Mile (Four Roads) in 1865 and 1900.

RAILROAD COMPANIES.	Rate 1865.	Rate 1900.	Per Cent of 1900 to 1865.	Percentage of Reduction.
	Cents.	Cents.		
Boston & Albany,	3.86	.82	21	79
Boston & Maine,	4.83	1.44	30	70
Fitchburg,	4.78	.80	17	83
N. Y., New Haven & Hartford, .	3.82	1.45	38	62
All four companies, . . .	4.16	1.22	29	71

It appears by this table that the average freight rate, on four of the leading railroad lines of the State, has fallen from 4.16 cents in 1865 to 1.22 cents in 1900 — a reduction of 71 per cent in thirty-five years.

In comparing the present passenger and freight rates of the selected groups of companies named in the foregoing tables with their corresponding rates in former years, the operations for those years of the more important railroad lines of this State which have been since consolidated with or leased to the companies in question have been included in the computation of the rates as given in the tables. This, which was necessary to a fair comparison, may account for an apparent discrepancy between some of the figures in these tables and those of similar tables in earlier reports.

COST OF REPAIRS, WAGES AND FUEL.

The average cost of certain specified items of repairs and renewals, and also of wages and fuel, per total train mile, on all of the roads for the past six years, and on each of the four leading roads for the last year, appears in the following tables: —

Cost of Repairs, etc., per Total Train Mile, 1895-1900.

REPAIRS, WAGES, ETC.	1895.	1896.	1897.	1898.	1899.	1900.
Repair of roadbed,* .	\$0.100	\$0.121	\$0.120	\$0.119	\$0.120	\$0.109
Renewal of rails, . .	.011	.008	.015	.010	.009	.006
Repair of bridges, . .	.012	.013	.012	.013	.013	.018
Repair of locomotives, .	.049	.044	.047	.048	.051	.069
Repair of passenger cars, .	.034	.040	.037	.037	.034	.036
Repair of freight cars, .	.034	.043	.033	.038	.041	.039
Wages, . . . .	.310	.310	.309	.312	.315	.328
Fuel, . . . .	.109	.100	.100	.100	.096	.109
Totals,	\$0.659	\$0.679	\$0.673	\$0.677	\$0.679	\$0.714

* Including renewal of ties.

Cost of Repairs, etc., per Total Train Mile (Four Roads) in 1900.

REPAIRS, WAGES, ETC.	Boston & Albany.	Boston & Maine.	Fitchburg.	N. Y., N. H. & Hartford.	Averages.
Repair of roadbed,* . . .	\$0.087	\$0.113	\$0.091	\$0.118	\$0.109
Renewal of rails, . . .	.018	.003	.007	.003	.006
Repair of bridges, . . .	.019	.014	.022	.020	.018
Repair of locomotives, . . .	.079	.048	.098	.076	.070
Repair of passenger cars,† . . .	.098	.076	.032	.082	.077
Repair of freight cars,‡ . . .	.084	.162	.087	.147	.132
Wages, . . . . .	.294	.281	.251	.391	.328
Fuel, . . . . .	.087	.105	.136	.114	.110
Totals,	\$0.766	\$0.802	\$0.724	\$0.951	\$0.850

* Including renewal of ties.

† Per total passenger-train mile (including baggage, express and mail cars).

‡ Per total freight-train mile.

The next table gives the cost of repairs per locomotive and per car on each of the same four roads the last year : —

Cost of Repairs per Locomotive and per Car (Four Roads) in 1900.

RAILROAD COMPANIES.	Per Locomotive.	Per Passenger Car.*	Per Freight Car.	Totals.
Boston & Albany, . . .	\$2,412 20	\$851 04	\$50 89	\$3,314 13
Boston & Maine, . . .	1,279 60	499 90	76 32	1,855 82
Fitchburg,	2,783 88	317 18	46 33	3,147 39
N. Y., N. H. & Hartford, . . .	2,136 57	611 86	72 94	2,821 37
Averages,	\$1,950 18	\$577 22	\$66 97	\$2,594 37

* Including baggage, express and mail cars.

ROLLING STOCK.

The following table shows the amount of rolling stock (owned and leased) of all the companies, as returned at the end of each of the last seven years : —

Schedule of Rolling Stock, 1894-1900.

ROLLING STOCK.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
Locomotives, .	1,956	1,982	2,062	2,069	2,072	2,091	2,102
Passenger cars, .	3,156	3,139	3,217	3,192	3,174	3,144	3,161
Baggage, express and mail cars, .	521	517	569	569	577	582	610
Freight cars, .	38,476	37,116	39,423	37,036	35,491	33,935	34,292
Gravel cars, etc., .	1,493	1,519	1,928	1,920	1,890	1,937	1,980

NUMBER OF EMPLOYEES.

The average number of persons employed during the last year by all the railroad corporations making returns to the Board was 53,045. The following table gives the average number of employees for each of the last ten years: —

Average Number of Employees, 1891-1900.

YEARS.	Number of Employees.	YEARS.	Number of Employees.
1891,	42,289	1896,	52,127
1892,	44,784	1897,	50,924
1893,	48,831	1898,	51,602
1894,	46,727	1899,	51,881
1895,	46,533	1900,	53,045

It appears that 1,164 more persons were employed the last than the preceding year, and 12,695 more than were employed ten years ago.

GENERAL SUMMARY OF RAILROAD ACCIDENTS.

Number of Persons Injured.

The total number of persons injured, fatally or otherwise, by accidents on railroads, as reported by the several companies during the year ending June 30, 1900, was 927, which is 145 less than the number reported in the previous year and 113 less

than the average number for ten years preceding. The number of injuries resulting fatally was 221, or 11 more than in the preceding year. Of the whole number injured, 93 were passengers, 530 were employees, 79 were persons on highway grade crossings or at stations where they are allowed to cross the tracks, and 225 were trespassers. Of the total number of casualties, 31 were to children.

Accidents to Passengers.

The number of passengers killed and injured was 93, or less than half as many as in the preceding year (205) and very much smaller than the average for the ten years preceding (134). The number injured by causes beyond their own control was 66, none of whom were fatally hurt; the number injured by reason of their own fault or want of care was 27, 4 of whom received fatal injuries.

The ratio of passengers killed and injured to the total number carried in the State is shown in the following table:—

Passengers Killed and Injured in Massachusetts in 1899 and 1900.

PASSENGERS CARRIED, ETC.	1899.	1900.
Total number of passengers carried in Massachusetts,*	81,635,184	87,014,642
Total miles travelled in Massachusetts,	1,372,865,284	1,486,602,603
Passengers <i>killed</i> by causes beyond their control,	5	0
Ratio to total passengers carried,	1 to 16,327,037	—
Ratio to total miles travelled,	1 to 274,573,057	—
Passengers <i>injured</i> from causes beyond their control,	147	66
Ratio to total passengers carried,	1 to 555,341	1,318,403
Ratio to total miles travelled,	1 to 9,339,220	22,524,282
Passengers <i>killed</i> by their own fault or want of care,	5	4
Ratio to passengers carried,	1 to 16,327,037	21,753,660
Passengers <i>injured</i> by their own fault or want of care,	48	23
Ratio to passengers carried,	1 to 1,700,733	37,832,245

* The total number of passengers carried in Massachusetts is estimated to be about 80 per cent of the total number carried on the several roads both in and out of the State.

Accidents to Employees.

The number of employees injured was 530, being 60 smaller than for 1899, and 54 less than the average number for ten years. Of the total number, 445 were trainmen and 85 were employed in various other capacities.

While coupling or uncoupling cars 4 were killed and 165 were injured more or less severely, a somewhat better record than the last. By coming in contact with overhead bridges 3 were killed and 19 were injured, an increase of 2 fatalities and a decrease of 8 injuries not fatal. By train accidents (including locomotive and detached car accidents) 3 were killed and 52 were injured, a more favorable record than that of the year preceding, when 7 were killed and 84 were injured. By falling from cars or engines 9 were killed and 80 were injured, a decrease of 7 fatalities and of 22 injuries from the report of the preceding year. From various other causes, not always definitely described, 32 were killed and 163 were injured. These accidents occurred chiefly to employees in freight yards or to trackmen. The following table shows the number of coupling accidents on each railroad reporting such accidents: —

Accidents in Coupling and Uncoupling Cars.

RAILROADS.	Number of Accidents in Coupling and Uncoupling Cars.	Total Number of Freight Cars.	Number Equipped with Automatic Couplers.	Percentage of Cars so Equipped.
Boston & Albany, . . .	20	4,654	4,654	100
Boston & Maine, . . .	90	11,026	10,014	81
Fitchburg,	33	4,869	4,745	97
New London Northern, .	—	197	163	19
N. Y., N. H. & Hartford, .	38	13,116	13,116	100
Totals,	181	33,862	32,692	97

While the freight cars of the principal railroad lines of this State are fully equipped with automatic couplers of approved style, many foreign cars come into the State which are not so equipped, and, so far as such equipment really prevents accidents in coupling or uncoupling, the number of accidents in our

reports is not a fair example of the value of automatic couplers. Most, if not all, the accidents occur where one or both of the cars in contact are not equipped with approved couplers.

In 1880, when automatic couplers were being advocated by inventors, but were only tried as experiments, and the old-fashioned link and pin were universally in use, only 43 accidents by coupling were reported, while in the last railroad year 169 such accidents were reported. Of course, the different conditions of railroad operation from those of 1880 must be considered.

The number of accidents by coupling cars last year, it is seen, was four times as many as in 1880. Yet the number of miles of railroad is practically the same. There are, however, increases in other respects, as shown in the following table :—

	1880.	1900.
Total employees,	21,615	53,292
Freight cars,	21,986	34,392
Locomotives,	1,103	2,102
Miles of road in Massachusetts,	1,893	2,119
Miles of track in Massachusetts,	3,044	4,416
Freight train mileage,	9,809,975	17,680,269
Tons of freight,	17,221,567	40,316,711
Freight ton mileage,	959,429,750	3,459,439,263

The increase in these various items is by no means proportionate to the coupling accidents reported during the last year. The number of fatal accidents, however, was only 4 the last year; and, while the statistics of 1880 do not give the number of fatal coupling accidents, an examination of the reports shows a larger number of fatal accidents. It is evident, from an examination of returns in detail, that coupling accidents were not reported in full, some companies reporting none and some only fatal accidents.

At Grade Crossings.

At grade crossings protected by gates or flags 11 persons were killed and 14 were injured not fatally. At grade crossings not protected by gates or flags 12 were killed and 17

Casualties at Grade Crossings during the Year ending June 30, 1900.

RAILROADS.	AT PROTECTED CROSSINGS.		AT UNPROTECTED CROSSINGS.		TOTAL.		Total Grade Crossings.	Total Persons Killed or Injured.	Ratio of Accidents to Crossings †
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Boston & Albany,	-	1	2	2	2	3	226	5	1 to 45
Boston & Maine,	6	4	3	1	8	5	593	14	1 to 42
Boston, Revere Beach & Lynn,*	-	-	-	-	-	-	11	-	-
Cape Ann Granite,	-	-	-	-	-	-	2	-	-
Fitchburg,	3	6	1	9	4	15	223	19	1 to 12
Grafton & Upton,	-	-	-	-	-	-	30	-	-
Hoosac Tunnel & Wilmington,*	-	-	-	-	-	-	-	-	-
Nantucket Central,*	-	-	-	-	-	-	4	-	-
New London Northern,	-	-	-	-	-	-	52	-	-
New York, New Haven & Hartford,	2	3	6	5	8	8	881	16	1 to 55
Totals,	11	14	12	17	22	31	2,022	53	1 to 38

* A narrow-gauge railroad.

† The ratio at protected crossings was 1 to 45; at unprotected crossings, 1 to 31.

were injured, a slight decrease of accidents at protected crossings, and an increase of accidents at unprotected crossings. The following table gives the number of crossing accidents on each of the operating railroads, the number of grade crossings, protected and unprotected, and the ratio of persons killed and injured to the total grade crossings : —

Accidents at Stations.

At stations where the crossing of tracks is not restricted 7 persons were killed and 18 were injured. In most cases these were passengers who had left a train to go to their homes or persons who were going to take a train and there are no facilities for passing over or under the tracks.

Accidents to Trespassers.

The total number of trespassers killed was 136 and of those injured, not fatally, was 89, — a total of 225, or 24 more than during the preceding year. Of these, 170 were unlawfully on the track and 55 were unlawfully on the cars. Four persons were reported as evidently suicides.

RECEIPTS OF FLOUR AND GRAIN IN BOSTON.

There was a decrease in receipts of each of the principal classes of grain in Boston for the year ending September 30, 1900, from the very large receipts of the previous year.

The receipts of flour were smaller by 127,043 barrels, while the receipts of wheat and corn were less by 3,200,347 and 3,840,989 bushels respectively. The receipts of flour, however, were about as large as the average receipts for ten years, and the receipts of wheat were larger than any year except 1899, 1898 and 1896.

The receipts of corn were larger than in any year previous to 1898.

Of oats the receipts were not very different from those of the last three years and were considerably above the average for ten years.

The following table gives the proportionate receipts by the several railroad lines, by which it appears that the Boston & Albany Railroad brought the largest proportion of flour and

the Fitchburg brought the largest proportion of wheat, corn and oats : —

Proportionate Receipts by the Different Routes in 1899.

RAILROAD AND OTHER ROUTES.	Flour.	Wheat.	Corn.	Oats.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.
Boston & Albany Railroad, . . .	43.8	35.5	25.8	30.1
Boston & Maine Railroad, . . .	13.2	5.4	14.3	22.4
Fitchburg Railroad,	33.2	59.1	57.8	37.1
N. Y., N. H. & Hartford Railroad, .	9.8	—	2.1	10.4
Totals,	100.0	100.0	100.0	100.0

The following tables exhibit the receipts of flour, wheat, corn and oats for the last ten years : —

Receipts of Flour and Wheat in Boston for Ten Years (ending September 30), 1891 to 1900.

ROUTE.	1891.	1892.	1893.	1894.	1895.*	1896.	1897.	1898.	1899.	1900.
RECEIPTS OF FLOUR — BARRELS.										
Boston & Albany Railroad, .	986,568	1,274,089	1,432,986	1,314,407	1,214,548	860,378	969,103	1,089,968	954,637	1,071,522
Boston & Maine Railroad, .	133,694	179,129	337,222	293,147	435,404	426,448	361,956	325,525	430,615	323,134
Fitchburg Railroad, .	995,889	1,015,671	1,126,360	1,248,022	1,125,331	878,231	541,880	740,478	840,443	810,648
New England Railroad, .	433,085	356,001	310,943	313,253	273,586	289,733	198,566	205,263	} 345,844	239,192
N. Y., N. H. & Hartford R.R.,	—	—	39,619	61,589	65,839	62,618	12,651	26,309		—
All other routes, .	208,576	345,087	52,429	23,262	15,786	—	—	—	—	—
Total barrels of Flour, .	2,757,812	3,169,977	3,299,559	3,253,680	3,130,194	2,517,408	2,084,156	2,387,543	2,571,539	2,444,496
RECEIPTS OF WHEAT — BUSHELS.										
Boston & Albany Railroad, .	346,714	1,990,282	1,023,051	1,843,828	1,920,897	4,991,187	3,380,788	4,567,116	5,354,368	4,375,906
Boston & Maine Railroad, .	22,188	1,011,683	663,428	555,364	526,002	1,332,596	372,026	1,161,090	254,156	660,669
Fitchburg Railroad, .	1,052,950	4,801,535	2,283,956	3,359,639	5,247,146	6,561,011	5,893,038	6,908,491	9,911,166	7,289,204
New England Railroad, .	2,840	17,852	367,777	838,036	532,182	283,516	849,044	3,129	} 12,994	6,558
N. Y., N. H. & Hartford R.R.,	—	—	—	2,756	2,900	600	—	650		—
All other routes, .	7,010	13,224	—	—	—	—	—	—	—	—
Total bushels of Wheat, .	1,431,702	7,834,576	4,338,212	6,599,623	8,229,127	13,168,910	10,494,896	12,640,476	15,532,684	12,332,337

* Year ending June 30.

Receipts of Corn and Oats in Boston for Ten Years (ending September 30), 1891 to 1900.

ROUTE.	1891.	1892.	1893.	1894.	1895.*	1896.	1897.	1898.	1899.	1900.
RECEIPTS OF CORN - BUSHELS.										
Boston & Albany Railroad, .	3,590,100	3,851,653	3,803,312	3,481,800	1,736,820	3,500,468	4,845,968	3,733,226	6,560,002	3,297,934
Boston & Maine Railroad, .	434,772	393,590	882,320	1,020,893	598,748	1,214,311	1,971,236	2,060,899	1,264,628	1,832,983
Fitchburg Railroad, .	2,494,308	2,854,926	2,731,304	3,043,302	2,262,817	3,526,379	5,077,423	6,599,092	8,432,858	7,397,000
New England Railroad, .	546,841	608,571	817,378	1,140,320	1,463,920	1,007,872	639,416	530,660	387,440	276,022
N. Y., N. H. & Hartford R.R.,	-	-	685	15,560	19,935	43,226	6,772	2,717	-	-
All other routes, . . .	23,600	59,842	7,657	-	4,226	-	-	-	-	-
Total bushels of Corn, .	7,089,621	7,768,582	8,242,656	8,701,875	6,086,466	9,292,256	12,540,815	12,926,594	16,644,928	12,803,939
RECEIPTS OF OATS - BUSHELS.										
Boston & Albany Railroad, .	2,096,900	2,313,693	2,818,524	2,534,226	2,254,921	2,005,374	3,618,447	5,334,919	4,352,155	3,231,214
Boston & Maine Railroad, .	994,099	1,807,763	1,242,920	1,078,396	1,473,737	1,990,616	2,781,471	1,663,644	2,277,458	2,406,867
Fitchburg Railroad, .	2,776,275	3,160,819	2,917,545	2,779,769	2,494,605	1,837,415	2,522,609	5,534,847	4,267,023	3,985,108
New England Railroad, .	861,195	626,887	840,066	860,758	768,670	1,496,543	1,147,883	1,005,525	1,045,742	1,113,771
N. Y., N. H. & Hartford R.R.,	-	-	28,190	38,300	134,188	495,739	111,376	155,097	-	-
All other routes, . . .	84,250	180,580	-	-	-	-	-	-	-	-
Total bushels of Oats, .	6,812,719	8,089,742	7,847,245	7,291,449	7,126,121	7,825,687	10,181,786	13,694,032	11,942,378	10,736,960

* Year ending June 30.

COST OF ABOLISHING GRADE CROSSINGS.

Commissions appointed by the Superior Court, under the provisions of chapter 428, Acts of 1890, for the abolition of grade crossings, have made reports on which estimates of the total cost have been submitted to the Board, and appear in the following table : —

*Abolition of Grade Crossings determined by Special Commission, and
Estimated Cost of the Same.*

RAILROADS.	City or Town.	Estimated Cost.
<i>During the Year ending June 30, 1900.</i>		
Boston & Albany,	Pittsfield,	\$36,000
Boston & Maine,	Ipswich,	9,600
New York, New Haven & Hartford, .	Uxbridge,	51,326
New York, New Haven & Hartford, .	Easton,	30,096
New York, New Haven & Hartford, .	Scituate,	19,000
New York, New Haven & Hartford, .	West Stockbridge, .	3,000
Boston & Albany,	Westfield,	10,650
Boston & Albany,	Chester,	11,000
Boston & Albany and Central Mass., .	Ware,	50,000
Central Mass.,	Hadley,	19,500
Connecticut River,	Northampton, .	33,500
<i>During the Six Months ending De- cember 31, 1900.</i>		
Boston & Albany,	Hinsdale,	39,000
Connecticut River,	Northampton, .	24,000
Old Colony (N. Y., N. H. & H.), .	Marshfield,	19,000

The amount of cost actually incurred by the Commonwealth in abolishing grade crossings, under the provisions of chapter 428 of the Acts of 1890 up to January 1, 1901, is as follows : —

Paid during the year 1892,	\$87,056 29
Paid during the year 1893,	96,141 97
Paid during the year 1894,	270,485 07
Paid during the year 1895,	407,491 72
Paid during the year 1896,	874,211 81
Paid during the year 1897,	715,938 62
Paid during the year 1898,	488,981 18
Paid during the year 1899,	510,340 00
Paid during the year 1900,	925,482 19
Total paid to January 1, 1901,	<u>\$4,376,128 85</u>
Repaid by cities and towns in 1894,	\$19,580 38
Repaid by cities and towns in 1895,	39,477 95
Repaid by cities and towns in 1896,	54,103 88
Repaid by cities and towns in 1897,	73,369 08
Repaid by cities and towns in 1898,	82,891 49
Repaid by cities and towns in 1899,	96,757 11
Repaid by cities and towns in 1900,	145,843 74
Total repaid to January 1, 1901,	<u>512,023 63</u>
Net amount paid to January 1, 1901,	\$3,864,105 22
Total to be repaid by cities and towns,	864,934 97
Actual cost incurred to January 1, 1901,	<u>\$2,999,170 25</u>

The Commonwealth has paid on account of the abolition of grade crossings on the Boston & Providence Railroad in the city of Boston and in the towns of Hyde Park and Dedham under special laws, Acts of 1892, chapter 433, Acts of 1896, chapter 257, up to January 1, 1901,

Payments during the year 1894,	\$23,958 60
Payments during the year 1895,	494,574 77
Payments during the year 1896,	696,407 89
Payments during the year 1897,	606,848 44
Payments during the year 1898,	432,465 00
Payments during the year 1899,	383,005 44
Payments during the year 1900,	50,670 41
Total paid to January 1, 1901,	<u>\$2,687,930 55</u>

Repaid by city or towns in 1895, . .	\$2,799 16
Repaid by city or towns in 1896, . .	15,793 70
Repaid by city or towns in 1897, . .	24,237 38
Repaid by city or towns in 1898, . .	27,822 92
Repaid by city or towns in 1899, . .	37,223 38
Repaid by city or towns in 1900, . .	39,662 51
Total repaid to January 1, 1901, . .	<hr/> \$147,539 05
Net amount paid to January 1, 1901,	\$2,540,391 50
To be repaid by cities or towns,	<hr/> 658,840 11
Actual cost incurred to January 1, 1901, . .	<hr/> \$1,881,551 39

The combined expenditure by the Commonwealth by cities and towns and by the railroad corporations for the work done up to and including December 15, 1900, as appears by the decrees of the court filed in the office of the auditor, amounts to \$17,904,655.91.

RAILROAD BRIDGES.

Massachusetts Board of Railroad Commissioners,

HON. JAMES F. JACKSON, *Chairman.*

GENTLEMEN : — I beg leave to submit the following report regarding the railroad bridges of the State : —

Biennial Reports of Inspection.

During the year 1900 biennial reports of inspection have been received for the Southern division, the Connecticut River division, the Central Massachusetts branch, the Worcester & Nashua division and the Nashua, Acton & Boston branch of the Boston & Maine Railroad, and for the Providence division and the Eastern district of the New York, New Haven & Hartford Railroad.

Number and Description of Railroad Bridges.

The table on page 40 gives the number and description of railroad bridges in this Commonwealth June 30, 1900, and is similar to the tables published in previous reports. Each span of truss bridge, plate girder or wooden stringer, resting on masonry supports and having a span of 10 feet or more, is here counted as one bridge ; while wooden trestles or pile bridges are counted as but one bridge each, however great their length. Comparing this table with that for last year, it will be seen that the total number of bridges has increased from 1,861 to 1,875. The number of stone bridges has not changed, the number of wooden bridges has decreased by 5 and the number of metal bridges has increased by 19.

Number and Description of Railroad Bridges in Massachusetts, June 30, 1900.

RAILROADS.	Pile Bridges.		Wooden Trestles.	Wooden Stringers.	Braced or Trussed Stringers.	Wooden or Combination Trusses.	Stone or Brick Arches.	I-Beams.	Plate Girders.	Metal Riveted Trusses.	Metal Pin-connected Trusses.	Rails.	Pin-connected Metal Swing Bridges.	Metal Folding, Rolling Lift or Jack-knife Draw.	Pratt, Howe or other Wooden Jack-knife Draw.	Plate Girder Swing Bridges.	Trussed Beam Swing Draw.	Total Spans Stone Bridges.	Total Wooden and Combination Bridges (Fixed Spans).	Total Metal Bridges (Fixed Spans).	Total Movable Bridges.	Grand Totals.	Total Length of Pile and Trestle Bridges (Approximate).
Boston & Albany,	7	4	-	-	-	5	49	53	83	67	-	-	-	2	2	-	-	49	16	203	4	272	3,510
Boston & Maine,	65	15	75	10	28	83	76	260	70	48	-	-	1	1	10	2	1	83	192	455	15	745	23,136
Boston, Revere Beach & Lynn,	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	5	-	2	7	5,890
Central New England,	1	-	-	-	-	-	-	-	5	-	2	-	-	-	-	-	-	-	1	7	-	8	-
Grafton & Upton,	1	-	3	-	1	1	1	-	1	-	-	-	-	-	-	-	-	1	5	1	-	7	50
New London Northern,	5	3	8	2	13	1	2	8	11	-	-	-	-	-	-	-	-	1	31	21	-	53	558
New York, New Haven & Hartford,	74	12	99	13	17	123	40	359 ¹	12	28	4	2	1	2	2	1	-	123	212	446	6	787	15,125
Totals,	158	34	185	25	64	257	171	716	160	78	4	3	4	4	14	4	2	257	462	1,133	27	1,879	48,269
Deduct as counted twice,	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	4	-	4	-
Net totals,	158	34	185	25	64	257	171	712	160	78	4	3	4	4	14	4	2	257	462	1,129	27	1,875	48,269

¹ Including 2 steel arches.

Lengths of Wooden, Stone, and Iron Bridging.

The following table shows the total length of bridges of wood, stone, and iron on the different railroads in this Commonwealth June 30, 1900:—

Length of Bridging of Wood, Stone, and Metal, June 30, 1900.

RAILROADS.	WOODEN BRIDGES.		STONE BRIDGES.		METAL BRIDGES.	
	Number.	Total Length (Feet).	Number.	Total Length (Feet).	Number.	Total Length (Feet).
Boston & Albany, . . .	18	3,997	49	1,234	205	10,978
Boston & Maine, . . .	203	27,391	83	1,699	459	25,116
Boston, Rev. B. & Lynn, .	6	5,928	—	—	1	100
Central New England, . .	1	90	—	—	7	580
Grafton & Upton, . . .	5	130	1	15	1	46
New London Northern, . .	31	1,966	1	19	21	1,459
N. Y., N. H. & Hartford, .	214	18,209	123	3,186	450	19,333
Totals,	478	57,711	257	6,153	1,144	57,612

It appears from this table that the total length of bridging in this State is almost exactly 23 miles. As compared with the table given in the report of last year, the length of wooden bridges has decreased by 732 feet, the length of stone bridges has remained the same, while the length of metal bridges has increased by 858 feet.

The total mileage of railroads in this State is about 2,108 miles. It appears, therefore, that there is on the average one bridge to every 0.89 mile, and that for every mile of railroad the length of bridging averages 58 feet.

Summary of Bridge Work done during the Year ending June 30, 1900.

The following table shows the most important bridge work done during the year, leaving out of account minor repairs : —

Bridge Work done in the Year ending June 30, 1900.

RAILROADS.	NEW BRIDGES BUILT.			BRIDGES REBUILT.			BRIDGES STRENGTHENED.		
	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.
Boston & Albany,	-	-	2	-	-	1	-	-	1
Boston & Maine,	1	-	5	17 ¹	-	2	2	-	5
Boston, Revere Beach & Lynn,	-	-	-	-	-	-	-	-	-
Central New England, . . .	-	-	-	-	-	-	-	-	-
New London Northern, . . .	-	-	-	-	-	-	-	-	-
N. Y., N. H. & Hartford, . .	-	-	8	9 ²	-	1	3	-	5
Totals,	1	-	15	26	-	4	5	-	11

¹ 3 as metal; 14 as wood.

² 1 as metal; 8 as wood.

The following is a more detailed statement of the work which has been done on the different roads during the year : —

On the *Boston & Albany Railroad*, two new I-beam bridges have been built, the increase in length of metal bridging being 81 feet. One plate girder bridge has been rebuilt and one riveted truss has had the floor strengthened.

On the *Boston & Maine Railroad*, the following work has been done on the different divisions : On the *Eastern* division one I-beam bridge has been lengthened and replaced by a plate girder, and one pile bridge has been partially rebuilt ; on the *Western* division one pile bridge has been rebuilt ; on the *Southern* division one wooden stringer has been rebuilt as a plate girder, and two new I-beam bridges have been built ; on the *Massachusetts Central* branch one new pile bridge has been built and two rebuilt, six wooden stringers have been rebuilt, one having been replaced by a pile bridge and one by plate girders, one new I-beam bridge has been built and one riveted truss has been strengthened ; on the *Connecticut River* division two new plate girders have been built and a wooden truss strengthened ; on the *Worcester & Nashua* division one wooden truss and one pile bridge have been rebuilt and one other wooden truss has been replaced by a pile bridge ; on the *Fitchburg* division four plate girders

Summary of Bridge Work done since July, 1887.

RAILROADS.	NEW BRIDGES BUILT.			BRIDGES REBUILT.			BRIDGES STRENGTHENED.			BUILT NEW AND REBUILT.*		STRENGTHENED.*	
	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Wood.	Stone.	Metal.	Number.	Per Cent.	Number.	Per Cent.
Boston & Albany,	6	2	53	34 ¹	-	35	4	-	51	127	46.7	55	20.2
Boston & Maine,†.	14	2	55	225 ²	1 ³	56 ⁴	28	-	74	354	47.6	102	13.6
Boston, Revere Beach & Lynn,	-	-	-	7	-	-	-	-	-	7	100.0	-	-
Central New England,	1	-	7	-	-	-	-	-	-	7	100.0	-	-
Grafton & Upton,	5	1	1	-	-	-	1	-	-	7	100.0	1	14.3
New London Northern,	-	-	2	27 ⁵	-	1	16	-	1	29	55.0	17	32.0
N. Y., New Haven & Hartford,	15	23	120	207 ⁶	6 ⁷	54 ⁸	45	4	42	423	53.8	91	11.6
Totals,	41	28	238	500	7	146	94	4	168	954	50.9	266	14.2

¹ 7 as wood; 1 as stone; 25 as 27 metal.

² 124 as 125 wood; 101 as 103 metal.

³ As metal.

⁴ 4 as wood; 49 as metal; 3 replaced by one stone.

⁵ 13 as wood; 14 as metal; but one less than 10 ft. span.

⁶ 135 wood replaced by 133 wood; 71 metal replaced by 72 metal.

⁷ As stone.

⁸ 4 as stone; 46 as metal; 4 as wood.

* Of present bridges.

† Including Fitchburg Division.

and one wooden trestle have been strengthened, one pile bridge has been replaced by plate girders, one wooden trestle has been rebuilt and one plate girder has been rebuilt.

On the *Boston, Revere Beach & Lynn Railroad* and on the *New London Northern Railroad* no work of consequence has been done.

On the *Hoosac Tunnel & Wilmington Railroad* the last remaining bridge has been filled, so that there are now no bridges on this line in the State of Massachusetts.

On the *New York, New Haven & Hartford Railroad* the following work has been done on the different divisions. On the *Berkshire* division four spans of plate girders have been strengthened by building new masonry, and three wooden bridges have also been strengthened ; on the *Northampton, Springfield & Providence* divisions no work of consequence has been done ; on the *Worcester* division one pile bridge has been rebuilt ; on the *Midland* division two new plate girder bridges have been built and six wooden bridges have been rebuilt except the masonry ; on the *Old Colony* system six new plate girder bridges have been built near the south terminal, and the folding draw span has been replaced by a rolling lift bridge of a type of which it is the only example in this part of the country ; two wooden stringers or trussed wooden stringers have had the superstructure rebuilt, and one plate girder bridge has been provided with new abutments.

Summary of Bridge Work since 1887.

The table on the preceding page gives a summary of the bridge work done on the several roads since the law providing for the inspection of bridges went into effect in July, 1887. This table will probably not be repeated in future reports, for the reason that, thirteen years having now elapsed, a number of bridges have been rebuilt more than once within that period, and the number of such bridges is increasing every year.

Respectfully submitted,

GEORGE F. SWAIN,

Bridge Engineer.

LEASES.

Two important events in the history of the railroads of the Commonwealth, with probably far-reaching results, have made the past year one of unusual interest. They are the lease of the *Boston & Albany Railroad* to the *New York Central & Hudson River Railroad Company* and the lease of the *Fitchburg Railroad* to the *Boston & Maine Railroad*. In connection with the first-named lease, the scheme of State ownership, which

has so many times been the topic of interesting debate, was again ably argued by its advocates. It is undoubtedly profitable that such important questions of public policy should from time to time receive reconsideration. The advocacy of a change of policy which brings out a thorough discussion of a subject may be as beneficial in renewing and strengthening the established practice as in producing a revolution of ideas.

The Legislature in a decisive manner declared against State ownership, but at the same time carefully preserved all rights of the State looking to the possibility of such ownership at some future time. In approving this lease the public interests were further promoted by the insertion of the provision for the outlay of \$2,500,000 in the improvement of terminal facilities at East Boston and the Grand Junction Railroad. The importance of this enterprise is generally recognized and cannot be over-estimated, and there is every reason for gratification in the prospect of an early realization of the benefits thus secured. Already petitions for authority to issue bonds to the full amount of \$2,500,000 have been approved, and steps preliminary to the expenditure have been taken by the lessee.

The control of the Boston & Albany Railroad passed into the hands of the New York Central & Hudson River Railroad Company on the tenth day of November. Previous to this the stockholders of the Boston & Albany Railroad Company at a meeting held September 26, and the stockholders of the New York Central & Hudson River Railroad Company at a meeting held November 8, 1900, authorized a contract accepting and adopting the act of the Legislature, which was duly executed by both companies, under date of September 19, 1900. A copy of this contract has been furnished to the Board and is printed with the lease.

This commendable action was promptly followed by an arrangement under which all mileage books in use upon either system were made applicable to both. In this way a reduction in fare between points in Massachusetts and points upon the New York Central & Hudson River system was immediately accomplished.

The danger most to be feared from a foreign management is the possibility that the seat of control over affairs may be too

far removed from the actual scene of events to permit effective action in many of what might be deemed the less important details of railroad management.

The public very naturally and reasonably expect prompt attention to such details, and red tape processes are usually annoying, and not infrequently productive of evil. A railroad that covers the length and breadth of Massachusetts, even though only a branch of another system, demands a government as effective as though it were an independent system. The new management upon the Boston & Albany has taken hold with a grip that indicates an appreciation of what good business judgment as well as the popular will demand.

A striking feature of the consolidation of the Fitchburg and the Boston & Maine railroads was the agreement secured through the efforts of His Excellency Governor Crane, by which the public treasury was reimbursed for previous outlay in the exchange of stock to the amount of 50,000 shares from which there was neither present or prospective income, for Boston & Maine bonds to the amount of \$5,000,000, bearing interest at 3 per cent. This is a rare instance of the application to a public transaction of a business sagacity exceptional even in private affairs.

The Boston & Maine Railroad assumed the management of the Fitchburg on the first day of July, 1900. It is well known that the system of the lessor has afforded opportunities for the development of a freight rather than a passenger business. The immediate result of the enlarged connections was an enormous increase in freight, which inevitably resulted in disarranging this department and producing a serious congestion of traffic. This state of affairs was rendered the more difficult to correct from the fact that the motive power upon the road was, when the lease went into effect, very much in need of enlargement and renewal. The passenger as well as the freight service suffered in consequence of this congestion. Some accidents happened and more were to be feared. Under the prompt and efficient action of the administration, however, every resource at the disposal of the lessee was tasked to the utmost to meet the emergency. These difficulties necessarily incident to the new order of things have now been largely overcome, and good results from the consolidation are to be expected.

The number of independent corporations actively engaged in railroad operation is now reduced to ten, three of which cover nearly the entire field of operation. This disappearance of competition, which is characteristic of the times, gives to State supervision increased responsibility. It must be exercised largely in dealing with individual cases, rather than in establishing general rules. But a thorough consideration and proper adjustment of individual cases gradually and surely leads toward a harmonious system of public service, although the road may be longer than the more attractive but less safe way of theories that accommodate a desire to rush into immediate sweeping results.

SOUTH TERMINAL STATION.

We respectfully renew the suggestion that all doubt as to the jurisdiction of the Board over the Boston Terminal Company, in so far as this company is engaged in the maintenance and operation of railroad property, be removed by suitable legislation. Although reports of accidents have been promptly furnished at the request of the Board, and as yet no objections have been made to acts of supervision, the exercise of such authority as is proper should be by right and not by favor.

CHEAP MORNING AND EVENING TRAINS.

Two petitions have recently been brought before the Board under chapter 298, Acts of 1900. The statute was intended to secure a better train service for those who have daily occasion to go to and from their work in Boston and their homes in the suburban towns. The attempts to work out satisfactory results under it have proved a failure. The reason has been that the law attempts to divide between the Legislature and the Board the responsibility for a decision of a single simple issue. The character of this train service should either be wholly determined in the statute, or wholly left to the decision of the Board. We therefore recommend that the existing statute be repealed, and that there be new legislation upon one or the other of these theories.

PASSENGER FARES OUTSIDE SUBURBAN DISTRICT.

While a railroad is in a large sense a public highway and its operation under a charter from the State a public service, and while exactions and unjust discriminations are unlawful, the interests of the community as well as of the stockholder demand for the management the freedom of action necessary to the sound conduct of all business. As it is only from the fruits of success that the public is entitled to dividends in better accommodations, safer operation and lower fares and charges, the first inquiry in considering the propriety of a concession in fares is into the present condition of the business.

The report of the Interstate Commerce Commission for the past year shows a general renewal of prosperity upon the railroads throughout the country. The railroads of the Commonwealth have shared in this prosperity. The following table shows the receipts from passenger traffic upon the Boston & Albany and the Fitchburg for a period of ten years. Figures from the New York, New Haven & Hartford and the Boston & Maine, relating to traffic within this State, under the system of accounts kept by these companies are not separated from the general revenue. Sufficient examination has been made, however, to warrant the statement that all the companies have had a like experience.

	BOSTON & ALBANY.		FITCHBURG.	
	Passenger Revenue.	Number of Passengers.	Passenger Revenue.	Number of Passengers.
1891, . . .	\$3,852,298 05	11,371,636	\$1,940,176 89	6,719,206
1892, . . .	3,981,523 10	11,756,874	2,104,154 15	7,342,031
1893, . . .	4,205,174 65	12,711,551	2,204,581 97	7,770,632
1894, . . .	3,864,003 26	12,152,100	2,120,856 90	7,116,592
1895, . . .	3,767,908 68	12,151,670	2,046,203 43	7,199,874
1896, . . .	4,053,202 24	12,788,327	2,193,537 93	7,468,666
1897, . . .	3,764,823 90	11,296,337	2,031,307 60	7,046,571
1898, . . .	3,706,357 58	10,663,795	2,041,806 22	6,879,314
1899, . . .	3,687,407 48	10,087,380	2,082,418 65	6,818,630
1900, . . .	3,914,932 93	10,302,009	2,224,770 74	7,357,599

It seems that the decline in volume of business from 1896 has only within the past year been followed by a general upward movement.

The passenger of to-day receives for his fare better train service, more comfortable cars, more adequate station accommodations and safer conveyance than the passenger of former years. Upon parts of the various railroad systems are to be found roadbed, stations, rolling stock and train service of the highest standard of excellence. The work of bringing the whole of each system up to this standard should be pushed forward with all reasonable dispatch.

The claim has been made that passenger fares in Massachusetts are on the whole lower than those to be found elsewhere. It is safe to say, as recently stated in a work of authority, that as a whole they compare favorably with the rates in other States and countries.

A table is printed upon an earlier page, in accordance with a custom of many years, giving in general averages a comparison of passenger fares during a period beginning with 1865. In a valuable article recently published, and showing great care and research, Mr. John R. Commons of New York has suggested that, if this table were to begin with the year 1860 rather than 1865, it would show a much smaller percentage of reduction.

It is true, as he claims, that the passenger fares of 1865 were more or less affected by the general inflation of the currency. The table begins with that year for the reason that, owing to the imperfect records kept by companies since consolidated, no complete figures beginning with an earlier date could be secured. To ascertain the extent to which this criticism affects the table, the figures for the year 1860 have been obtained from the Boston & Worcester, the Western, and the Pittsfield & North Adams railroads (afterwards operated as the Boston & Albany), and from the Fitchburg Railroad, with the result that the percentage of reduction given in the table is decreased upon the Boston & Albany from 38 to 29 and upon the Fitchburg from 30 to 29. This difference is less than that claimed by Mr. Commons; but it is evident that he has fallen into error by taking the traffic for 1860 upon the Boston & Worcester Railroad only, instead of the traffic upon the three roads included in the present Boston & Albany.

But this table, after all, has little bearing upon decrease in rates of fare. The reductions shown by it are the result of the proportionately larger sales of the cheaper tickets. There has been no general reduction in rates for many years.

The passenger service of to-day is marked by great variety in tickets and rates of fare without as well as within the suburban district.

The season ticket, to which, more than any other, the character of wholesale business applies, and which is issued on the theory of daily non-transferable use for a limited time, is sold at an extremely low rate per mile. This rate on the Boston & Albany between Boston and Springfield and between any other stations 99 miles apart is \$0.0036 per mile; upon the New York, New Haven & Hartford, \$0.0035 per mile, and upon the Boston & Maine ranges between \$0.00275 and \$0.00744 per mile. On the other hand, single tickets upon the Boston & Albany are sold at the rate of $2\frac{1}{4}$ cents per mile. The price of the single ticket upon the Boston & Maine varies from 2 to $2\frac{3}{4}$ cents per mile. The general rate by single ticket upon the New York, New Haven & Hartford Railroad is $2\frac{1}{2}$ cents per mile. The single ticket rate upon the Grafton & Upton Railroad, which does a freight rather than a passenger business, and that upon the Central Vermont Railroad, is 3 cents per mile. The Boston, Revere Beach & Lynn Railroad issues but two tickets, a 5-cent and a 10-cent ticket. Other rates are in force upon the railroads under commutation or excursion ticket at less than 2 cents per mile.

A special feature of the passenger traffic is the mileage book, issued for 1,000 miles and based upon a charge of 2 cents a mile. This book was introduced first upon the Boston & Maine Railroad in 1881. In the year following its introduction 13,520 books were sold, while for the year 1899 the number was 93,230. These books were brought into use upon the New York, New Haven & Hartford Railroad May 6, 1892. The revenue from them increased from \$1,201,580 in 1894 to \$2,093,700 in 1900.

An idea of the distribution of the passenger revenue may be gained from the fact that the New York, New Haven & Hartford for the year 1900 received \$11,326,828.54 from the sale of single tickets, \$2,479,642.13 from trip tickets, \$2,093,700 from mileage books and \$854,390.93 from season tickets.

Enough has been said to give a general idea of existing fares, their character and relative importance. Notwithstanding the pleasing appearance of general averages, the showing as to actual fares is in many respects far from satisfactory. While competition and lack of uniformity in conditions attending the development of the many independent railroads now united in a few systems explains the origin of the want of harmony in rates, it furnishes no good reason why such a condition should forever continue, now that consolidation has taken place and that competition has largely disappeared. However unreasonable it is to expect the cost of travel to be the same on different railroads operated under conditions essentially unlike, it is not unreasonable to expect that upon the same system there should be continued progress toward an adjustment of unequal rates until substantial uniformity in fares for the same sort of service shall be the rule. Through the introduction of special tickets and the mileage book, and by concessions in individual instances, some progress in this direction has been made. But a more rapid advance should be made toward this goal. It has been proposed that a uniform rate of 2 cents a mile be established by statute. Such legislation was the subject of consideration in the early history of the Board, at which time the attitude taken toward it was unfavorable. We find nothing in the later experience of communities under statutes fixing uniform rates, to lead the Board to a change of opinion. As stated in the report of 1873, such legislation is "an effort at the regulation of the railroad system which practically effects the separation between the ownership of a railroad and its management." The uniform rate of 2 cents per mile established upon the New York Central system by charter between stations on the original line connecting Albany with Buffalo has never been extended over the greatly enlarged system of the New York Central & Hudson River Railroad. Nor has there been similar legislation with reference to any other railroads in New York. In Ohio, after careful consideration by a joint committee of the Legislature of the year 1889, the enactment of a law fixing a uniform rate of fare at 2 cents per mile was refused. It may be claimed that a statute fixing a *maximum* rate of fare does not make it imperative to withdraw the cheaper fares in force for one reason or another. A law of this kind exists in New York, fixing a maximum rate at

3 cents a mile. Such laws are of questionable value. If they do not serve as an excuse for maintaining prices, they seldom force reductions. In the nature of things they must, if originally just to the railroads and the public, soon lose any usefulness that they may have had. The flexible rules of a progressive business management are always in closer step with the march of events than legislative attempts at regulation can be.

It is apparent, from the figures showing how large a proportion of passenger rates comes from sale of single tickets, that the introduction of a maximum rate of 2 cents per mile without the withdrawal of the cheaper fares would mean a very radical reduction in revenue. Legislation in this Commonwealth has never proceeded upon the notion that everything that can be forced from the railroads, no matter what the consequence may be, is necessarily so much gained for the public. In our opinion the issue of 500-mile books at 2 cents a mile, furnishes an altogether more satisfactory means of bringing about a reasonable decrease in fares without interference with the prosperity of the companies. Such books would meet the necessities of those who find it inconvenient or impossible to make the advance payment of \$20 in purchasing the 1,000-mile books now in use. Experience in the use of the 500-mile book upon railroads in other States has proved its great popularity, and demonstrated the fact that the first effect upon the revenue of the railroad is compensated by the increased travel that results. Those who use the railroads daily have their claims to cheap fares recognized in the season or trip ticket. The 500-mile book will benefit those entitled to consideration from the fact that they make frequent though not daily use of the railroads, and will materially lessen the number of those who travelling occasionally now pay the high fare by single ticket, in these ways proving a step toward greater uniformity in rates.

In view, therefore, of the volume and density of traffic within this State upon the principal railroad systems, and in the belief that a substantial public benefit will result without injustice to the railroad companies, the Board recommends the issue of books for use upon these railroads within the Commonwealth good for 500 miles of travel at the rate of 2 cents per mile.

COMMISSIONERS' REPORT.

Part 2.

STREET RAILWAY COMPANIES.

STREET RAILWAYS.

MASSACHUSETTS STREET RAILWAY COMPANIES.

Annual reports for the year ending September 30, 1900, have been received from one hundred and eighteen street railway companies, — two more than in 1899, — fourteen new companies being added, as stated below, and twelve companies dropped from the list on account of consolidations, abandonments and a receivership.

New Companies added to the List.

Thirteen new companies were organized during the last fiscal year under the general law and added to the list; the Bristol County; the Brockton & Plymouth; the Haverhill & Southern New Hampshire; the Lawrence & Methuen; the Lawrence & Reading; the Linwood; the Medfield & Medway; the Natick & Needham; the Norwood, Canton & Sharon; the Pembroke; the Southbridge & Charlton Depot; the Waltham; and the Westborough & Worcester.

The Ware was also organized during the last fiscal year under the general law, but the enterprise having been abandoned, no report was made.

The Marlborough & Westborough, which was chartered in 1896 by special act, which act was extended by special acts in 1898 and 1899, has commenced the construction of its railway, and made a report.

Companies dropped from the List.

During the last fiscal year the Braintree, the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hanover, the Hingham, the Rockland & Abington, the Mansfield & Easton, the Mansfield & Norton, and the Norton & Attleborough, having been consolidated, these nine companies have been dropped from the list. Three other companies have been dropped from the list: the Grafton, Upton & Milford, the

construction of its railway having been abandoned and an application having been made to the courts for dissolution of the corporation; the Holbrook & Weymouth, the construction having been abandoned; the Norfolk Southern, being in the hands of a receiver appointed by the United States Circuit Court.

Three companies were chartered in 1900 by special act: the Phillipston, the Lowell, Acton & Maynard and the Greenfield & Deerfield. Neither of these companies made a report.

Consolidation of Companies.

During the last fiscal year the Brockton & East Bridgewater, the Boston, Milton & Brockton, the Brockton, Bridgewater & Taunton and the Taunton & Brockton, were consolidated (February 10, 1900) with the Brockton; the New Bedford, Middleborough & Brockton and the Quincy & Boston were consolidated (July 18, 1900) with the Brockton; the Dighton, Somerset & Swansea (April 24, 1900), with the Globe; the Gardner (December 18, 1899), with the Gardner, Westminster & Fitchburg; the Gloucester, Essex & Beverly and the Rockport (January 18, 1900), with the Gloucester; the Gloucester and the Wakefield & Stoneham (March 3, 1900), with the Lynn & Boston; the Providence & Taunton (August 3, 1900), with the Taunton; the Mystic Valley, the Reading & Lowell, the Salem & Wakefield and the Woburn & Reading (December 31, 1899), with the Wakefield & Stoneham; the Norfolk Central, the Norfolk Suburban and the Needham & Boston (November 24, 1899), with the West Roxbury & Roslindale; but the consolidated companies have made reports to these several dates, and appear in this report.

Operation of the Companies.

At the end of the year seventy-two out of the one hundred and eighteen reporting companies were operating their railways; the railways of fourteen companies were operated by other companies under lease or contract; nine companies had organized and were constructing their railways; three companies had organized and paid in a portion of their capital stock, but had not commenced the construction of their railways; and twenty companies had been consolidated with other companies during the year.

RAILWAY CONSTRUCTION AND MILEAGE.

New Construction.

As will appear in the following tables, there have been added the last year to the mileage of the Massachusetts companies 170.156 miles of street railway line, and 7.757 miles of second main track — making 177.913 miles of additional main track. There have also been added 14.121 miles of side track — making a total addition of 192.034 miles of track reckoned as single track.

Mileage Owned.

The Massachusetts companies now own, as shown in the following table, 1,662.041 miles of street railway line, 251.409 miles of second main track, and 124.293 miles of side track — making the total length of track owned 2,037.743 miles. The increase over the previous year is also stated in the table.

Street Railway Mileage Owned, 1899 and 1900.

MILEAGE OWNED.	1899.	1900.	Increase.
	Miles.	Miles.	Miles.
Length of railway line, . . .	1,491.885	1,662.041	170.156
Length of second track, . . .	243.652	251.409	7.757
Total length of main track, .	1,735.537	1,913.450	177.913
Length of side track, . . .	110.172	124.293	14.121
Total, reckoned as single track,	1,845.709	2,037.743	192.034

Mileage Operated.

The next table shows the length of main track operated, September 30, 1899 and 1900, and the motive power used.

Mileage Operated and Motive Power Used, 1899 and 1900.

MAIN TRACK OPERATED *	1899.	1900.	Increase.
	Miles.	Miles.	Miles.
By horse power only, . . .	4.755	4.755	—
By electric power only, . . .	1,731.840	1,967.799	235.959
By horse and electric power, . .	2.690	—	2.690†
Total main track operated, .	1,739.285	1,972.554	233.269

* Including trackage rights.

† Decrease.

All of the street railway mileage owned and operated as above is located in this State, excepting 4.375 miles of main track and .433 miles of side track belonging to the Interstate Consolidated, and 16.889 miles of main track and .815 miles of side track belonging to the Woonsocket—in all 22.512 miles of track—which are located in the State of Rhode Island.

The following table gives the number of existing street railway companies, the length of main track owned, and the length equipped for horse and electric power respectively, at intervals of ten years from 1860 to 1880, and for each year since the introduction of electricity as a motive power, in 1889:—

Number and Mileage of Street Railway Companies, 1860, 1870, 1880, and 1889–1900.

YEARS.	Number of Companies.	Total Length of Main Track.*	Increase.	Equipped for Horse Power.	Equipped for Electric Power.
		Miles.	Miles.	Miles.	Miles.
1860, . . .	20	88.87	—	88.87	—
1870, . . .	23	139.44	50.57	139.44	—
1880, . . .	29	222.54	83.10	222.54	—
1889, . . .	46	574.17	351.63	523.65	50.52
1890, . . .	48	612.38	38.21	451.52	160.86
1891, . . .	56	672.45	60.07	383.42	289.03
1892, . . .	61	754.85	82.40	258.55	496.30
1893, . . .	60	874.14	119.29	163.06	711.08
1894, . . .	68	928.84	54.70	103.87	824.97
1895, . . .	75	1,077.99	149.15	61.80	1,016.19
1896, . . .	83	1,276.75	198.76	35.13	1,241.62
1897, . . .	93	1,413.66	136.91	11.95	1,401.71
1898, . . .	103	1,537.98	124.32	7.50	1,530.48
1899, . . .	116	1,735.54	197.56	4.76	1,730.78
1900, . . .	118	1,913.45	177.91	4.76	1,908.69

* Length of main track owned.

COST AND CAPITAL INVESTMENT PER MILE.

The average cost of the street railways of the State per mile of main track (including the cost but not the length of side track), as it stood on the books of the companies September 30, 1900, was \$23,443.43 for construction; \$8,510.13 for equipment; and \$11,683.82 for lands, buildings (including power plants) and other permanent property — making a total average cost of \$43,637.38 per mile of main track.

The following table gives the average cost, classified as above, and also the average capital investment (amount of outstanding capital stock and net debt), per mile of main track, as reported by all of the companies at the end of each of the last ten years:—

Cost and Capital Investment per Mile of Main Track, 1891-1900.

YEARS.	Construction.	Equipment.	Other Permanent Property.*	Total Cost per Mile.	Capital Investment per Mile.†
1891, . . .	\$17,919	\$11,614	\$12,202	\$41,735	\$40,890
1892, . . .	19,520	15,215	12,558	47,293	46,184
1893, . . .	26,792	11,739	15,455	53,986	53,367
1894, . . .	26,748	11,528	15,356	53,632	52,963
1895, . . .	23,984	10,479	14,266	48,729	49,120
1896, . . .	23,396	9,805	12,840	46,041	46,373
1897, . . .	22,755	9,374	12,329	44,458	44,683
1898, . . .	22,537	8,957	11,735	43,229	44,958
1899, . . .	22,863	8,518	11,598	42,979	45,040
1900, . . .	23,443	8,510	11,684	43,637	44,273
Averages, .	\$22,996	\$10,574	\$13,002	\$46,572	\$46,785

* Chiefly lands and buildings.

† Outstanding capital stock and net debt.

In the next table, the cost and capital investment per mile of main track are given for each of the ten leading street railways of the State, as reported to the Board by the several companies owning the same, September 30, 1900:—

Cost and Capital Investment per Mile of Main Track (Ten Railways).

RAILWAYS.	Construction and Equipment.	Other Permanent Property.	Total Cost per Mile.	Capital Investment per Mile.
Brockton,	\$23,126	\$5,698	\$28,824	\$27,799
Globe (Fall River), . .	55,610	7,070	62,680	62,489
Holyoke,	23,533	8,284	31,817	29,805
Lowell, Law. & Haverhill, .	38,080	10,651	48,731	46,887
Lowell & Suburban, . .	26,533	11,414	37,947	37,382
Lynn & Boston,	37,847	8,316	46,163	46,339
Springfield,	24,870	10,548	35,418	31,578
Union (New Bedford), .	32,033	11,093	43,126	41,495
West End (Boston, etc.), .	56,522	37,357	93,879	97,508
Worcester Consolidated, .	36,074	5,376	41,450	39,333
Averages,	\$39,437	\$16,766	\$56,203	\$56,510

ASSETS AND LIABILITIES.

The gross assets of the companies September 30, 1900, were \$98,700,074.53. The several classes of assets, and the increase in each class as compared with 1899, are shown in detail in the following table : —

Gross Assets, September 30, 1899 and 1900.

ASSETS.	1899.	1900.	Increase.
Construction,	\$39,679,168	\$44,857,826	\$5,178,658
Equipment,	14,783,010	16,283,700	1,500,690
Lands and buildings, . .	19,286,262	21,314,339	2,028,077
Other permanent property, .	842,383	1,042,076	199,693
Cash and current assets, .	6,053,677	10,347,849	4,294,172
Miscellaneous assets, . .	5,120,345	4,854,285	266,060*
Gross assets,	\$85,764,845	\$98,700,075	\$12,935,230

* Decrease.

The gross liabilities at the same date, including capital stock, were \$95,062,945.75. The several kinds of liabilities, and the amount of each as compared with 1899, were as follows :—

Gross Liabilities, September 30, 1899 and 1900.

LIABILITIES.	1899.	1900.	Increase.
Capital stock, . . .	\$41,380,143	\$48,971,168	\$7,591,025
Funded debt, . . .	29,928,500	34,373,000	4,444,500
Real estate mortgages, .	32,400	15,400	17,000*
Current liabilities, . .	9,092,584	8,967,431	125,153*
Accrued liabilities, . .	2,846,264	2,735,947	110,317*
Gross liabilities,†	\$83,279,891	\$95,062,946	\$11,783,055
Surplus,	2,484,954	3,637,129	1,152,175
Sinking and other special funds,	942,221	1,309,350	367,129

* Decrease.

† Exclusive of sinking and other special funds.

It will be seen by comparing the last two tables, that while there was an increase in gross liabilities of \$11,783,055 over the previous year, there was a gain of \$12,935,230 in gross assets—a balance of \$1,152,175 in favor of the companies, increasing by that amount their aggregate surplus.

Capital Investment.

The total capital investment (capital stock and net debt) of the street railway companies of the State advanced the last year from \$68,758,800 to \$77,226,214. Eleven years ago, in 1888, the total was only \$17,237,100; so that the capital investment has more than quadrupled since the introduction of electricity as a motive power.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are shown in the following table :—

Gross Assets, Liabilities and Surplus for Ten Years, 1891-1900.

YEARS.	Gross Assets.	Gross Liabilities.	Surplus.	Percentage of Surplus to Capital.
1891,	\$31,777,906	\$31,210,768	\$567,138	2.90
1892,	39,631,770	38,794,815	836,955	3.55
1893,	50,130,273	49,589,688	540,585	2.09
1894,	53,641,581	53,020,295	621,286	2.30
1895,	56,212,671	55,357,081	855,590	3.06
1896,	62,187,775	61,117,714	1,070,061	3.48
1897,	67,509,916	66,483,414	1,026,502	3.14
1898,	77,607,326	75,889,625	1,717,701	4.41
1899,	85,764,845	83,279,891	2,484,954	6.01
1900,	98,700,075	95,062,946	3,637,129	7.43
Averages, . .	\$62,316,414	\$60,980,624	\$1,335,790	4.22

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending September 30, 1900, was \$21,387,640.81, and the total expenditures (including dividends) were \$20,760,012.36 — leaving a net balance of \$627,628.45 to carry to surplus.

The sources of total income, and the amount derived from each source as compared with 1899, were as follows : —

Total Income, 1899 and 1900.

INCOME.	1899.	1900.	Increase.
Gross earnings from operation, .	\$18,151,550	\$19,999,641	\$1,848,091
Rentals from lease of railway, .	1,220,688	1,221,897	1,209
Income from other sources, .	147,100	166,103	19,003
Total income,	\$19,519,338	\$21,387,641	\$1,868,303

The items of total expenditure, with the increase in each item over the previous year, are shown in the following table : —

Total Expenditures, 1899 and 1900.

EXPENDITURES.	1899.	1900.	Increase.
Expenses of operation, . . .	\$12,378,487	\$13,159,947	\$781,460
Interest on debt and loans, . .	1,622,688	1,782,797	160,109
Taxes,	1,188,735	1,347,119	158,384
Rentals of leased railways, . .	1,304,617	1,299,170	5,447*
Other charges on income, . . .	521,869	761,106	239,237
Dividends paid,	2,318,398	2,409,874	91,476
Total expenditures,	\$19,334,794	\$20,760,013	\$1,425,219
Surplus for the year,	184,544	627,628	443,084

* Decrease.

A comparison of the two preceding tables will show that the balance of total income above operating expenses was \$8,227,-694, and that the interest and other charges amounted to \$5,190,192; leaving as the net divisible income \$3,037,502 — which was an increase of \$534,560 over the corresponding net for 1899.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the one hundred and eighteen companies, September 30, 1900, was \$48,971,167.50 — a net increase of \$7,591,024.17 over the preceding year, resulting from additions and deductions in the case of the following companies: —

Additions: —

Blue Hill (Canton, etc.),	\$75,000 00
Boston Elevated,	5,000,000 00
Bristol County (a new company),	120,000 00
Brockton,	1,612,400 00
Brockton & Plymouth (a new company),	150,000 00
Clinton & Hudson,	108,850 00
Commonwealth Avenue (Newton),	23,200 00
Easton,	16,000 00
East Taunton,	36,550 00
Fitchburg & Leominster,	100,000 00
Fitchburg & Suburban,	138,000 00

Gardner, Westminster & Fitchburg,	\$85,000 00
Georgetown, Rowley & Ipswich,	90,000 00
Globe (Fall River),	215,000 00
Greenfield & Turner's Falls,	15,500 00
Haverhill & Southern New Hampshire (a new company), .	30,000 00
Lawrence & Methuen (a new company),	7,000 00
Lawrence & Reading (a new company),	115,000 00
Lexington & Boston,	222,885 00
Linwood (a new company),	12,000 00
Lynn & Boston,	1,005,000 00
Lowell & Suburban,	98,815 00
Marlborough & Westborough (a new company),	46,100 00
Martha's Vineyard,	200 00
Medfield & Medway (a new company),	100,000 00
Milford, Attleborough & Woonsocket,	100,000 00
Milford, Holliston & Framingham,	42,000 00
Natick & Needham (a new company),	50,000 00
Newton,	4,440 00
Northampton & Amherst,	3,259 17
Norton & Taunton,	37,000 00
Norwood, Canton & Sharon (a new company),	62,500 00
Pembroke (a new company),	20,000 00
Plymouth & Sandwich,	10,800 00
Southbridge & Charlton Depot (a new company), . . .	9,000 00
South Shore & Boston (Hingham, etc.),	175,000 00
Stoughton & Randolph,	28,000 00
Taunton,	175,000 00
Templeton,	25,000 00
Union (New Bedford, etc.),	150,000 00
Waltham (a new company),	6,000 00
Westborough & Worcester (a new company),	30,000 00
West Roxbury & Roslindale,	600,000 00
Total additions to capital stock,	<u>\$10,950,499 17</u>

Deductions : —

Boston, Milton & Brockton (consolidated with the Brockton),	\$120,000 00
Brockton, Bridgewater & Taunton (consolidated with the Brockton),	225,000 00
Brockton & East Bridgewater (consolidated with the Brock- ton),	50,000 00
Dighton, Somerset & Swansea (consolidated with the Globe),	175,000 00

Gardner Electric (consolidated with the Gardner, Westminster & Fitchburg),	\$50,000 00
Gloucester (consolidated with the Lynn & Boston),	180,000 00
Gloucester, Essex & Beverly (consolidated with the Gloucester),	250,000 00
Grafton, Upton & Milford,	50,000 00
Holbrook & Weymouth,	2,500 00
Mystic Valley (consolidated with the Wakefield & Stoneham),	90,000 00
Needham & Boston (consolidated with the West Roxbury & Roslindale),	10,000 00
New Bedford, Middleborough & Brockton (consolidated with the Brockton),	326,575 00
Norfolk Central (consolidated with the West Roxbury & Roslindale),	99,500 00
Norfolk Southern,	200,000 00
Norfolk Suburban (consolidated with the West Roxbury & Roslindale),	187,500 00
Providence & Taunton (consolidated with the Taunton),	175,000 00
Quincy & Boston (consolidated with the Brockton),	583,400 00
Reading & Lowell (consolidated with the Wakefield & Stoneham),	100,000 00
Rockport (consolidated with the Gloucester),	100,000 00
Salem & Wakefield (consolidated with the Wakefield & Stoneham),	75,000 00
Taunton & Brockton (consolidated with the Brockton),	100,000 00
Wakefield & Stoneham (consolidated with the Lynn & Boston),	150,000 00
Woburn & Reading (consolidated with the Wakefield & Stoneham),	60,000 00
Total deductions from capital stock,	<u>\$3,359,475 00</u>
Net increase of capital stock,	<u>\$7,591,024 17</u>

During the year ending September 30, 1900, the Board authorized and approved, under chapters 462 of the Acts of 1894 and 409 of the Acts of 1896, an increase and issue of capital stock by the several companies, and for the several amounts, shown in the following table:—

Issues of Capital Stock Authorized by the Board.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Athol & Orange,	November 8, 1899,	\$14,500
Boston Elevated,	July 6, 1900,	9,500,000
Bristol County,	September 19, 1900,	120,000
Brockton & Plymouth,	September 27, 1900,	150,000
Citizens' Electric,	July 26, 1900,	190,000
Clinton & Hudson,	January 25, 1900,	100,000
Clinton & Hudson,	July 23, 1900,	60,000
Fitchburg & Leominster,	June 20, 1900,	100,000
Fitchburg & Suburban,	January 25, 1900,	44,000
Fitchburg & Suburban,	May 16, 1900,	94,000
Gardner, Westminster & Fitchburg,	December 8, 1899,	100,000
Gardner, Westminster & Fitchburg,	March 1, 1900,	35,000
Georgetown, Rowley & Ipswich,	February 23, 1900,	180,000
Globe,	July 10, 1900,	40,000
Greenfield & Turner's Falls,	November 13, 1899,	30,000
Lawrence & Reading,	July 10, 1900,	50,000
Lawrence & Reading,	July 10, 1900,	65,000
Lexington & Boston,	November 20, 1899,	250,000
Lexington & Boston,	June 8, 1900,	100,000
Linwood,	February 5, 1900,	12,000
Medfield & Medway,	June 26, 1900,	50,000
Medfield & Medway,	June 26, 1900,	50,000
Milford, Attleborough & Woonsocket,	December 20, 1899,	200,000
Milford, Holliston & Framingham,	April 9, 1900,	43,500
New Bedford, Middleborough & Brockton,	December 12, 1899,	325,000
New Bedford, Middleborough & Brockton,	December 20, 1899,	25,000
Newtonville & Watertown,	March 30, 1900,	50,000
Northampton & Amherst,*	May 15, 1900,	80,000
Norton & Taunton,	April 3, 1900,	37,000
Pembroke,	September 27, 1900,	20,000
Pittsfield Electric,	September 19, 1900,	50,000
Quincy & Boston,	December 28, 1899,	184,000

* On the petition of this company its capital stock as fixed in its articles of association was reduced May 15, 1900, from \$150,000 to \$80,000.

Issues of Capital Stock Authorized by the Board — Concluded.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
South Shore & Boston,	July 25, 1900,	\$175,000
Springfield,	September 28, 1900,	500,000
Stoughton & Randolph,	March 26, 1900,	80,000
Templeton,	April 9, 1900,	50,000
Union,	May 22, 1900,	150,000
Warren, Brookfield & Spencer,	March 9, 1900,	70,000
Webster & Dudley,	November 6, 1899,	50,000
West Roxbury & Roslindale,*	February 7, 1900,	262,500
Worcester Consolidated,	December 28, 1899,	150,000
Worcester & Webster,	December 13, 1899,	150,000
Total amount authorized,		\$13,986,500

* Order dated November 22, 1898, authorizing an issue of capital stock to the amount of \$100,000, under which order capital stock to the amount of \$50,000 has been issued, was revoked February 15, 1900, so far as it authorizes any increase and issue of capital stock beyond said amount of \$50,000.

NOTE.—Issues of capital stock, in addition to the above, authorized by the Board from October 1, 1900, to December 31, 1900, inclusive, and also issues of capital stock for purposes of consolidation, will be found in the Appendix.

Dividends.

The total amount of dividends declared the last year was \$2,409,874 — an increase of \$91,476 over the preceding year. Forty-eight out of the one hundred and eighteen companies paid dividends ranging from 1 to 8 per cent, and seventy companies, new and old, declared and paid no dividends.

Fourteen companies paid 8 per cent; one paid 8 per cent on preferred and 7 per cent on common stock; three paid 7 per cent; one paid $6\frac{1}{2}$ per cent; twelve paid 6 per cent; two paid 5 per cent; one paid $4\frac{1}{2}$ per cent; one paid $4\frac{1}{4}$ per cent; three paid 4 per cent; one paid $3\frac{3}{4}$ per cent; three paid 3 per cent; three paid $2\frac{1}{2}$ per cent; two paid two per cent; and one paid 1 per cent.

The amount of the capital stock upon which dividends were paid of the forty-eight dividend-paying companies was \$38,901,700.00, on which the average rate of dividend was 6.19 per cent as against a corresponding rate of 6.68 per cent the preceding year. The amount of the capital stock of the seventy companies paying no dividends, including also the capital stock

of the dividend-paying companies upon which no dividends were paid, was \$10,069,467.50. Including the latter, the average dividend rate on the whole amount of capital stock outstanding at the end of the year was 4.92 per cent, as against 5.60 per cent in 1899. Computed (as it more properly might be) on the mean amount of capital outstanding at the beginning and end of the year, this rate would be 5.33 per cent, as against 5.77 per cent in 1899.

The following table gives the total capital stock outstanding at the end of the year; the net divisible income after paying all expenses, taxes, interest, rentals and other charges; the amount of cash dividends declared; and the average percentage of dividends on total capital stock, for each of the last ten years:—

Capital Stock, Net Income and Dividends, 1891–1900.

YEARS.	Capital Stock.	Net Divisible Income.	Dividends Declared.	Percentage on Total Capital Stock.
1891,	\$19,553,952	\$1,299,153	\$1,100,015	5.63
1892,	23,590,536	1,905,680	1,582,697	6.71
1893,	25,883,575	1,993,399	1,716,637	6.63
1894,	26,971,275	1,812,668	1,610,886	5.97
1895,	27,906,685	2,257,355	1,606,196	5.76
1896,	30,727,818	2,280,776	1,802,847	5.87
1897,	32,670,273	2,593,147	1,965,243	6.02
1898,	38,933,917	2,534,002	2,076,233	5.33
1899,	41,380,143	2,502,942	2,318,398	5.60
1900,	48,971,168	3,037,502	2,409,874	4.92
Averages, . .	\$31,658,934	\$2,221,662	\$1,818,903	5.75

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, September 30, 1900, was \$34,373,000 — a net increase of \$4,444,500 over the preceding year, resulting from additions and deductions in the case of the following companies:—

Additions:—

Amesbury & Hampton,	\$50,000 00
Amherst & Sunderland,	21,500 00
Brockton,	790,000 00
East Taunton,	45,000 00

Gardner, Westminster & Fitchburg,	\$150,000 00
Georgetown, Rowley & Ipswich,	180,000 00
Globe (Fall River),	125,000 00
Lexington & Boston,	250,000 00
Lynn & Boston,	1,027,500 00
Medfield & Medway (a new company),	100,000 00
Milford, Attleborough & Woonsocket,	200,000 00
Northampton,	200,000 00
Northampton & Amherst,	60,000 00
Norton & Taunton,	56,000 00
South Shore & Boston (Hingham, etc.),	111,000 00
Taunton,	150,000 00
Union (New Bedford, etc.),	50,000 00
West End (Boston, etc.),	1,921,000 00
West Roxbury & Roslindale,	133,000 00
Worcester Consolidated,	50,000 00
Worcester & Webster,	150,000 00
Woronoco (Westfield),	40,000 00
Total additions to funded debt,	<u>\$5,860,000 00</u>

Deductions:—

Boston & Revere Electric,	\$2,500 00
Brockton, Bridgewater & Taunton (consolidated with the Brockton),	200,000 00
Brockton & East Bridgewater (consolidated with the Brockton),	30,000 00
Boston, Milton & Brockton (consolidated with the Brockton),	100,000 00
Dighton, Somerset & Swansea (consolidated with the Globe),	125,000 00
Gloucester (consolidated with the Lynn & Boston),	60,000 00
Gloucester, Essex & Beverly (consolidated with the Gloucester),	125,000 00
Greenfield & Turner's Falls,	2,000 00
Lowell, Lawrence & Haverhill,	11,000 00
Mystic Valley (consolidated with the Wakefield & Stoneham),	60,000 00
Norfolk Central (consolidated with the West Roxbury & Roslindale),	60,000 00
Norfolk Southern,	125,000 00
Norfolk Suburban (consolidated with the West Roxbury & Roslindale),	75,000 00
Providence & Taunton (consolidated with the Taunton),	150,000 00
Quincy & Boston (consolidated with the Brockton),	35,000 00
Taunton & Brockton (consolidated with the Brockton),	100,000 00
Wakefield & Stoneham (consolidated with the Lynn & Boston),	150,000 00
Woonsocket,	5,000 00

Total deductions from funded debt, \$1,415,500 00

Net increase of funded debt, \$4,444,500 00

Floating Debt.

The amount of real estate mortgages outstanding September 30, 1900, was \$15,400 — a decrease of \$17,000 from the preceding year.

The total unfunded debt, including the above mortgages, was \$11,718,778 — a decrease of \$252,470.

The gross debt, funded and unfunded, was \$46,091,778 — an increase of \$4,192,030.

The net debt (the gross debt less \$10,347,849 of cash and current assets) was \$35,743,929 — a decrease of \$132,142. In computing the net debt, the sum of \$4,854,285 returned under the head of “miscellaneous assets,” covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt, cash and current assets, and net debt, for each of the last ten years, are shown in the following table : —

Funded, Unfunded, Gross and Net Debt, 1891-1900.

YEARS.	Funded Debt.	Unfunded Debt.*	Gross Debt.	Cash and Current Assets.	Net Debt.†
1891, . .	\$7,316,500	\$4,340,316	\$11,656,816	\$3,713,164	\$7,943,652
1892, . .	9,970,150	5,234,128	15,204,278	3,932,490	11,271,788
1893, . .	14,109,000	9,597,113	23,706,113	2,939,010	20,767,103
1894, . .	19,188,000	6,861,020	26,049,020	3,825,887	22,223,133
1895, . .	22,284,500	5,165,896	27,450,396	2,428,150	25,022,246
1896, . .	24,236,000	6,153,896	30,389,896	1,911,651	28,478,245
1897, . .	28,007,600	5,805,541	33,813,141	3,370,650	30,442,491
1898, . .	29,132,700	7,823,008	36,955,708	7,130,861	29,824,847
1899, . .	29,928,500	11,971,248	41,899,748	6,053,677	35,846,071
1900, . .	34,373,000	11,718,778	46,091,778	10,347,849	35,743,929

* Including real estate mortgages.

† Gross debt less cash and current assets.

During the year ending September 30, 1900, the Board authorized and approved, under chapters 316 of the Acts of 1889 and 462 of the Acts of 1894, issues of bonds by the companies, and for the amounts, named in the following table.

Issues of Bonds Authorized by the Board.

RAILWAY COMPANIES.	Date when Authorized.	Amount Authorized.
Amesbury & Hampton,	November 1, 1899,	\$50,000
East Taunton,	February 9, 1900,	45,000
Gardner, Westminster & Fitchburg, .	April 12, 1900,	150,000
Georgetown, Rowley & Ipswich, . .	July 3, 1900,	180,000
Lexington & Boston,	June 8, 1900,	250,000
Medfield & Medway,	July 24, 1900,	100,000
Milford, Attleborough & Woonsocket,	December 20, 1899,	100,000
Milford, Attleborough & Woonsocket,	July 24, 1900,	100,000
New Bedford, Middleborough & Brockton,	December 20, 1899,	325,000
Northampton,	May 18, 1900,	200,000
Northampton & Amherst,	August 1, 1900,	60,000
Norton & Taunton,	May 18, 1900,	296,000
South Shore & Boston,	March 30, 1900,	174,000
Union,	May 22, 1900,	50,000
West End,	July 25, 1900,	1,930,000
Worcester Consolidated,	December 28, 1899,	840,000
Worcester & Webster,	December 13, 1899,	150,000
Total amount authorized,		\$5,000,000

NOTE. — Issues of bonds, in addition to the above, authorized by the Board from October 1, 1900, to December 31, 1900, inclusive, will be found in the Appendix.

VOLUME OF TRAFFIC.

The total number of passengers carried during the last year on the railways of the one hundred and eighteen companies making returns to the Board, was 395,027,198 — an increase of 38,302,985 passengers over the previous year.

The total number of miles run by street cars was 81,750,768 — an increase of 8,383,533 miles over the previous year. The total number of round trips run was 7,818,427 — an increase of 713,584 in number of round trips. The average number of passengers carried per round trip was 51 — one more than in 1899.

The following table gives the total volume of traffic, itemized as above, for each of the last ten years : —

Volume of Traffic for Ten Years, 1891-1900.

YEARS.	Total Passengers Carried.	Total Car Miles Run.	Total Round Trips Run.	Average Passengers per Round Trip.
1891,	176,090,189	27,670,166	3,958,455	44
1892,	194,171,942	29,678,036	4,168,458	47
1893,	213,552,009	34,507,282	4,481,171	48
1894,	220,464,099	36,722,978	4,662,786	47
1895,	259,794,308	43,655,560	5,179,234	50
1896,	292,358,943	53,613,685	6,004,809	49
1897,	308,684,224	61,577,917	6,557,183	47
1898,	330,889,629	68,206,418	6,887,976	48
1899,	356,724,213	73,367,235	7,104,843	50
1900,	395,027,198	81,750,768	7,818,427	51

In the following table the growth of traffic is compared with the increase of mileage for the last eight years : —

Comparative Increase of Railway Mileage and Volume of Traffic.

YEARS.	Railway Mileage.*	Increase.	Per Cent.	Passengers Carried.	Increase.	Per Cent.
1892, . . .	755	—	—	194,171,942	—	—
1893, . . .	874	119	16	213,552,009	19,380,067	10
1894, . . .	929	55	6	220,464,099	6,912,090	3
1895, . . .	1,078	149	16	259,794,308	39,330,209	18
1896, . . .	1,277	199	18	292,358,943	32,564,635	13
1897, . . .	1,414	137	11	308,684,224	16,325,281	6
1898, . . .	1,538	124	9	330,889,629	22,205,405	7
1899, . . .	1,736	198	11	356,724,213	25,834,584	8
1900, . . .	1,913	177	9	395,027,198	38,302,985	11
Totals, .	—	1,158	153	—	200,855,256	103

* Length of main track owned.

It appears that while the railway mileage has increased 153 per cent, or more than doubled in the last eight years, there has been a gain of only 103 per cent in the number of passengers carried.

There has been an increase of passenger traffic for the last eight years of 200,855,000 passengers, or an average of a little over 25,100,000 a year, or an increase of about 13 per cent a year in passenger traffic for the period.

DENSITY OF TRAFFIC.

By "density of traffic," as applied to street railways, may be understood the average annual number of passengers carried per total mile of main track operated. The density of traffic on a street railway system, other conditions being similar, is a measure of its earning capacity.

The following table shows the volume and the density of traffic the last year on all of the Massachusetts railways combined, and on the ten leading railways in detail : —

Volume and Density of Street Railway Traffic in 1900.

RAILWAYS.	Total Passengers Carried.	Average Number per Mile of Main Track Operated.	Average Num- ber per Round Trip.
All Massachusetts railways, . . .	395,027,198	200,262	51
Brockton,	17,132,752	105,300	37
Globe (Fall River),	8,832,505	188,640	42
Holyoke,	4,926,820	140,381	39
Lowell, Lawrence & Haverhill, . . .	11,016,707	166,124	63
Lowell & Suburban,	9,145,957	144,408	35
Lynn & Boston,	40,388,359	166,116	56
Springfield,	13,746,813	202,992	39
Union (New Bedford),	4,590,934	197,988	27
West End (Boston),	201,124,710	622,990	59
Worcester Consolidated,	14,298,120	261,181	35
Averages (ten railways),	32,520,368	299,480	52

These ten railways represent 66 per cent of the entire capital investment, operate 55 per cent of the total railway mileage, and carry 82 per cent of the whole number of passengers carried on all of the Massachusetts street railways.

EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings for each of the last ten years : —

Percentage of Operating Expenses to Gross Earnings, 1891-1900.

YEARS.	Gross Earnings from Operation.	Operating Expenses.	Percentage of Expenses to Earnings.	Net Earnings.
1891,	\$8,861,841	\$6,746,304	76.13	\$2,115,537
1892,	9,798,060	7,029,479	71.74	2,768,581
1893,	10,832,174	7,501,845	69.26	3,330,329
1894,	11,119,846	7,729,059	69.51	3,390,787
1895,	13,184,342	9,088,086	68.93	4,096,256
1896,	14,844,262	10,563,371	71.16	4,280,891
1897,	15,815,267	10,904,040	68.95	4,911,227
1898,	16,915,405	11,672,731	69.01	5,242,674
1899,	18,151,550	12,378,488	68.20	5,773,062
1900,	19,999,640	13,159,947	65.80	6,839,693
Averages, . .	\$13,952,239	\$9,677,335	69.36	\$4,274,904

Operating Expenses and Net Earnings (Ten Railways) in 1900.

RAILWAYS.	Percent- age of Operating Expenses to Gross Earnings.	NET EARNINGS PER			
		Mile of Track Operated.	Round Trip Run.	Car Mile Run.	Passen- ger Carried.
Brockton,	62.27	\$2,010	\$0 71	Cents. 8.49	Cents. 1.91
Globe (Fall River),	56.64	3,948	0 88	11.80	2.09
Holyoke,	66.75	2,418	0 66	6.69	1.72
Lowell, Lawrence & Haverhill,	57.46	3,498	1 33	12.07	2.11
Lowell & Suburban,	56.02	3,226	0 78	10.06	2.23
Lynn & Boston,	58.62	3,472	1 18	10.38	2.09
Springfield,	69.94	3,045	0 59	5.77	1.50
Union (New Bedford),	60.40	4,258	0 58	9.07	2.15
West End (Boston, etc.),	67.33	10,262	0 98	8.68	1.65
Worcester Consolidated,	73.52	3,434	0 46	7.08	1.31
Averages,	65.31	\$5,234	\$0 91	8.84	1.75

The tables on the following page give for each of the last ten years the average gross earnings, operating expenses, and net earnings from operation, (1) per total mile of main track owned,

*Gross and Net Earnings from Operation per Mile of Main Track
Owned and per Round Trip Run, 1891-1900.*

YEARS.	AVERAGE PER MILE OF TRACK.			AVERAGE PER ROUND TRIP.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
1891, . . .	\$13,178	\$10,032	\$3,146	\$2 24	\$1 70	\$0 54
1892, . . .	12,980	9,312	3,668	2 35	1 69	0 66
1893, . . .	12,392	8,582	3,810	2 41	1 67	0 74
1894, . . .	11,972	8,321	3,651	2 39	1 66	0 73
1895, . . .	12,127	8,359	3,768	2 55	1 75	0 80
1896, . . .	11,627	8,274	3,353	2 47	1 76	0 71
1897, . . .	11,187	7,713	3,474	2 41	1 66	0 75
1898, . . .	10,998	7,589	3,409	2 45	1 69	0 76
1899, . . .	10,459	7,132	3,327	2 55	1 74	0 81
1900, . . .	10,452	6,878	3,574	2 56	1 68	0 88
Averages, .	\$11,450	\$7,942	\$3,508	\$2 46	\$1 70	\$0 76

*Gross and Net Earnings from Operation per Car Mile Run and per
Passenger Carried, 1891-1900.*

YEARS.	AVERAGE PER CAR MILE.			AVERAGE PER PASSENGER.		
	Gross Earnings.	Expenses of Operation.	Net Earnings.	Gross Earnings.	Expenses of Operation.	Net Earnings.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1891, . . .	32.03	24.38	7.65	5.03	3.83	1.20
1892, . . .	33.01	23.69	9.32	5.05	3.62	1.43
1893, . . .	31.39	21.74	9.65	5.07	3.51	1.56
1894, . . .	30.28	21.05	9.23	5.04	3.50	1.54
1895, . . .	30.20	20.82	9.38	5.07	3.50	1.57
1896, . . .	27.69	19.70	7.99	5.08	3.61	1.47
1897, . . .	25.68	17.71	7.97	5.12	3.53	1.59
1898, . . .	24.80	17.11	7.69	5.11	3.52	1.59
1899, . . .	24.74	16.87	7.87	5.09	3.47	1.62
1900, . . .	24.46	16.10	8.36	5.06	3.33	1.73
Averages, .	27.32	18.95	8.37	5.08	3.52	1.56

(2) per round trip run, (3) per car mile run, and (4) per passenger carried—thus showing more in detail the changes from year to year in the earnings, cost, and net results of operation.

The last table on page 75 gives the ratio of operating expenses to gross earnings, and the net earnings per mile of main track operated, per round trip run, per car mile run, and per passenger carried, on each of the ten leading railways, with their combined averages, for the year 1900.

EMPLOYEES AND EQUIPMENT.

The number of persons employed by the street railway companies, and also the number of cars, vehicles and horses owned, are given in the following table for each of the last ten years. The number of electric motors owned is given for the last eight years only, not having been reported prior to 1893:—

Employees and Equipment, 1891-1900.

YEARS.	Employees.	Cars.	Other Vehicles.	Horses.	Electric Motors.
1891,	6,449	3,494	577	10,640	—
1892,	7,185	3,679	552	6,734	—
1893,	8,070	4,040	681	3,531	3,013
1894,	7,451	4,058	1,790	2,014	3,906
1895,	8,048	4,426	1,755	1,436	4,704
1896,	9,130	4,913	1,876	878	5,958
1897,	9,716	5,344	1,953	683	6,908
1898,	10,416	5,734	1,997	605	7,643
1899,	11,944	6,042	2,076	455	8,530
1900,	12,766	6,531	2,371	455	9,545

STREET RAILWAY ACCIDENTS.*

The whole number of persons injured in connection with street railway operation, as reported by the companies for the year ending September 30, 1900, was 2,604, of whom 69 received fatal injuries, and 2,535 injuries not fatal.

* For Tabulated Statement of Accidents in connection with the several railways in detail see Appendix.

The number of passengers injured was 1,713, of whom 18 were injured fatally. As stated in previous reports, most of the accidents to passengers occurred from their falling or being thrown down as they were getting on or off cars, in the majority of cases while the car was in motion.

The injuries to employees were 87 in all, 3 of which were fatal.

The number of injuries to travellers and others on the street was 804, of which 48 were fatal.

Of the whole 2,604 injured, at least 75 were children. The reports in some cases do not indicate whether the person injured was a child or an adult; and it has been assumed in such cases that the person was an adult. Of the 75 children injured, 10 were fatally hurt.

In the following table the accidents of the last year are classified as above, and are compared with those of the previous year :—

Summary of Accidents Reported in 1899 and 1900.

KILLED AND INJURED.	KILLED.		INJURED.		TOTAL.	
	1899.	1900.	1899.	1900.	1899.	1900.
Passengers, . . .	11	18	1,605	1,695	1,616	1,713
Employees, . . .	5	3	67	84	72	87
Other persons, . .	32	48	768	756	800	804
Totals, . . .	48	69	2,440	2,535	2,488	2,604
Adults, . . .	41	59	2,348	2,470	2,389	2,529
Children, . . .	7	10	92	65	99	75
Totals, . . .	48	69	2,440	2,535	2,488	2,604

From the above table it appears that 7 more passengers, 2 less employees, and 16 more travellers and other persons on the street, received fatal injuries than in 1899.

The number of children killed was 3 more, and the number injured was 27 less, than in 1899.

Of those receiving injuries not fatal, there were reported 90 more passengers, 17 more employees, and 12 less travellers and other persons on the street, than in 1899.

Ratio of Accidents to Number of Passengers, Employees, etc., in 1888, 1899, and 1900.

PASSENGERS CARRIED, ETC.	1888.*	1899.	1900.
<i>Total Number of</i>			
Passengers carried, . . .	134,478,319	356,724,213	395,027,198
Employees, . . .	5,531	11,944	12,766
Miles of track operated, . . .	533.59	1,739.29	1,972.55
Round trips run, . . .	3,220,578	7,104,843	7,818,427
Car miles run, . . .	23,244,767	73,367,235	81,750,768
<i>Passengers Killed, . . .</i>	4	11	18
Ratio to all passengers, . . .	1 to 33,619,580	1 to 32,429,474	1 to 21,945,955
Ratio to miles of track, . . .	1 to 133.40	1 to 158.12	1 to 109.59
Ratio to round trips, . . .	1 to 805,145	1 to 645,895	1 to 434,357
Ratio to car miles, . . .	1 to 5,811,192	1 to 6,669,749	1 to 4,541,709
<i>Passengers Injured, . . .</i>	140	1,605	1,695
Ratio to all passengers, . . .	1 to 960,559	1 to 222,258	1 to 233,054
Ratio to miles of track, . . .	1 to 3.81	1 to 1.08	1 to 1.16
Ratio to round trips, . . .	1 to 23,004	1 to 4,427	1 to 4,613
Ratio to car miles, . . .	1 to 166,034	1 to 45,712	1 to 48,231
<i>Employees Killed, . . .</i>	1	5	3
Ratio to all employees, . . .	1 to 5,531	1 to 2,389	1 to 4,255
Ratio to miles of track, . . .	1 to 533.59	1 to 347.86	1 to 657.52
Ratio to round trips, . . .	1 to 3,220,578	1 to 1,420,969	1 to 2,606,142
Ratio to car miles, . . .	1 to 23,244,767	1 to 14,673,447	1 to 27,250,256
<i>Employees Injured, . . .</i>	11	67	84
Ratio to all employees, . . .	1 to 503	1 to 178	1 to 152
Ratio to miles of track, . . .	1 to 48.51	1 to 25.96	1 to 23.48
Ratio to round trips, . . .	1 to 292,780	1 to 106,042	1 to 93,077
Ratio to car miles, . . .	1 to 2,113,161	1 to 1,095,033	1 to 973,223
<i>Other Persons Killed, . . .</i>	6	32	48
Ratio to miles of track, . . .	1 to 88.93	1 to 54.35	1 to 41.09
Ratio to round trips, . . .	1 to 536,763	1 to 222,026	1 to 162,884
Ratio to car miles, . . .	1 to 3,874,128	1 to 2,292,726	1 to 1,703,141
<i>Other Persons Injured, . . .</i>	76	768	756
Ratio to miles of track, . . .	1 to 7.02	1 to 2.26	1 to 2.61
Ratio to round trips, . . .	1 to 42,376	1 to 9,251	1 to 10,342
Ratio to car miles, . . .	1 to 305,852	1 to 95,530	1 to 108,136
<i>Total Killed, . . .</i>	11	48	69
Ratio to miles of track, . . .	1 to 48.51	1 to 36.24	1 to 28.59
Ratio to round trips, . . .	1 to 292,780	1 to 148,018	1 to 113,311
Ratio to car miles, . . .	1 to 2,113,161	1 to 1,528,484	1 to 1,184,794
<i>Total Injured, . . .</i>	227	2,440	2,535
Ratio to miles of track, . . .	1 to 2.35	1 to .71	1 to .78
Ratio to round trips, . . .	1 to 14,188	1 to 2,912	1 to 3,084
Ratio to car miles, . . .	1 to 102,400	1 to 30,069	1 to 32,249
<i>Total Killed and Injured, . . .</i>	238	2,488	2,604
Ratio to miles of track, . . .	1 to 2.24	1 to .70	1 to .76
Ratio to round trips, . . .	1 to 13,532	1 to 2,856	1 to 3,002
Ratio to car miles, . . .	1 to 97,667	1 to 29,488	1 to 31,394

* Operation wholly by horse power.

Altogether, there appear to have been injured, fatally and otherwise, 97 more passengers, 15 more employees, and 4 more travellers and other persons,—in all 116 more,—the last than the preceding year.

In comparing the casualties of any two years, the whole number of passengers carried and persons employed, and the total number of miles of track operated and of round trips and car miles run, in the respective years, should of course be taken into account.

The table on the preceding page is designed to exhibit the comparative as well as the actual amount of casualty in connection with street railway operation, for each of the three years named in the table, by giving the ratio of passengers and employees fatally or otherwise injured to the whole number of each class, and also the ratio of passengers, employees and other persons killed and injured, to the length of main track operated and the amount of car service performed. The last two years are thus compared in the table with each other. The year 1888 is also selected for comparison, because this was the last year in which the operation was wholly by horse power; and it is designed to indicate in this way the relative dangers attending the use of horse and electric power.

During the last year, one out of 21,945,955 street railway passengers received fatal injury, and one out of 233,054 received any injury whatever; and cars were run on an average over 31,300 miles without accident of any sort to passenger, employee, or other person.

STREET RAILWAY BRIDGES.

The supervision of street railway bridges, under the provisions of chapter 286 of the Acts of 1899, has been made more systematic, and the instructions issued in circulars and letters to the companies have been fairly observed. The following is the report of the Bridge Engineer on these bridges:—

BOSTON, January 10, 1901.

Massachusetts Board of Railroad Commissioners,

HON. JAMES F. JACKSON, *Chairman.*

GENTLEMEN:—I beg leave to submit the following report with reference to the bridges on the street railways of the Commonwealth.

These bridges were placed under the supervision of this Board by chapter 286 of the Acts of 1899, which was printed in your last report, together with several circulars issued by the Board in accordance therewith. Since that time the reports of inspection required by the statute, and the plans requested by the Board, have been received from almost all of the street railway companies, and the examination of these plans has been completed. Since the passage of the act referred to, the construction of street railways has proceeded quite rapidly, and many new bridges have been built. Plans of these new bridges, according to the requirements of the act, must be submitted to the Board for approval before the structures are built.

On January 1, 1901, as nearly as I can ascertain, there were upon the street railways of the Commonwealth, including some new bridges perhaps not quite completed, but substantially so, 200 bridges which according to the act come under the jurisdiction of the Board. Eight of these are short highway bridges, the floors of which have been strengthened to enable them to carry electric cars, and two others are long truss bridges, the floors of which have been strengthened in a similar manner.

These bridges may be classified approximately as follows: there are 25 pile bridges, having a total length of approximately 12,000 feet; 25 wooden trestle bridges, having a total length of 7,193 feet; 4 steel trestle bridges, measuring 1,837 feet; 28 wooden stringers, with a total length of 397 feet; 4 braced or trussed wooden stringers, with a total length of 132 feet; 3 wooden trusses, with a total length of 101 feet; 42 I-beam bridges, with a total length of 942 feet; 24 plate girders, with a total length of 1,166 feet; 38 riveted trusses, of which 1 had the floor strengthened only, and the remainder have a total length of 4,021 feet; 3 pin-connected trusses, of which 1 had the floor strengthened only, and the remainder have a total length of 396 feet; and 4 movable bridges, with a total length of 97 feet. The total number of wooden bridges is 89, having a total length of about 20,000 feet. The total number of metal bridges is 111, having a total length of 8,362 feet.

In addition to these bridges, plans have been received and examined for a number of bridges which are in process of construction, but which have not yet been completed. There are 18 bridges of this kind. When these are completed, therefore, there will be 218 street railway bridges under the jurisdiction of the Board. In addition, plans have been received for rebuilding three bridges and for strengthening a fourth.

The large number of street railway bridges in the State will probably be surprising even to those who have kept in touch with the increase in the street railway lines. In my next report it will probably

be possible to give a more detailed classification of the bridges on each road. It does not seem necessary to do this at present, for the figures now at hand may be slightly incorrect in some respects, and, indeed, have been found so in some instances.

The question of the proper loads to be assumed in proportioning street railway bridges early engaged my attention, and, after extensive correspondence with the builders of street railway cars and with street railway companies, the following specifications with reference to the loads and the stresses to be used in designing were provisionally adopted by the Board:—

The standard loads to be used are a 20-ton 4-wheel car, with a wheel base of 7 feet, or a 30-ton 8-wheel car, with a total wheel base of 17 feet and a truck wheel base of 4 feet. The floor system of bridges is to be proportioned for these loads together with the dead load. Main girders and trusses are to be proportioned for a uniform load per running foot, depending upon the length which has to be loaded to produce the maximum stress in any part. The load to be assumed varies from 1,500 pounds per linear foot per track for spans or loaded lengths up to 100 feet, down to 1,000 pounds per running foot per track for loaded lengths of 300 feet, and proportionally for intermediate lengths. If the concentrated loads previously specified give greater stresses in any parts, these concentrated loads must of course be used. The fibre stresses adopted provisionally are as follows: on I-beams, 12,000 pounds per square inch, reduced if necessary according to ratio of length to width of flange; on plate girders for floor beams or longitudinal girders, 12,000 pounds in tension and 12,000 pounds in compression, the latter reduced as before if necessary. Shearing on webs to be 10,000 pounds and on rivets 10,000 pounds, and bearing to be 16,000 pounds. The above stresses on rivets to be reduced 25 per cent for field-driven rivets. On trusses, 15,000 pounds in tension and 12,500 in compression. Rivet stresses the same as previously specified.

The above specifications are for medium steel, and have been adopted provisionally. More complete specifications are in preparation, and the above figures may be somewhat modified.

Respectfully submitted,

GEO. F. SWAIN,
Bridge Engineer.

BOSTON ELEVATED RAILWAY.

The following report of Mr. E. K. Turner, the Consulting Engineer of the Board, in connection with the elevated structure, recites the changes made and the progress of the work during the year:—

Boston, January 9, 1901.

To the Massachusetts Board of Railroad Commissioners,

HON. JAMES F. JACKSON, *Chairman.*

As Consulting Engineer to the Board in relation to the Boston Elevated Railway Company, I will submit the following report for the year 1900:—

A petition and plans have been presented to the Board for approval, showing an extension of the elevated railway on Washington Street, beginning at the southerly end of the previous location near Bartlett Street, and extending to Townsend Street, seven-tenths of a mile, with one station at Townsend Street. After due notice and a public hearing, all persons having had an opportunity to inspect the plans, the location and plans were approved by the Board November 14, 1900. Very little work has been done on the extension, a few foundations for posts having been put in.

The figures and statements that follow in this report refer to the location of July, 1898, with subsequent amendments, and do not include the extension above noted.

Plans showing Changes.

Continuing the practice of the previous year, numerous plans have been presented to the Board, showing changes from plans already approved. A large portion of the plans so presented have been those of stations or their surroundings and approaches.

The plans presented for approval, as above noted, and the dates at which the approval of the Board was given, are as follows:—

A petition dated December 28, 1899, with a plan showing the location of a station at Thompson Square, Charlestown, with changes in the existing structure rendered necessary thereby. This station is in addition to those previously presented by the company and acted upon by the Board. At the time the other station locations were presented, the representatives of the company stated that another station in Charlestown might be required, but that they were not at that time prepared to state definitely that such station would be needed, or, if needed, where it should be placed, two locations having been considered, each having good reasons in its favor. The petition received favorable action by the Board, and the plans were approved.

A petition dated June 28, 1900, with eleven plans, was presented, showing proposed changes in stations, made for the purpose of giving better accommodations to persons taking or leaving trains. Favorable action was taken by the Board, and the plans were approved July 18, 1900.

A petition dated September 26, 1900, with six plans, showing proposed changes in stations and approaches to the same, with a view to

making them more convenient and accessible; also, four plans, showing floor and track system, including the third or conductor rail, the details not having been worked out or shown on plans previously presented. These plans also show proposed methods of guarding persons on or between the tracks from the conductor rail, or of warning them of its presence and danger. The plans were approved by the Board November 9, 1900.

The company has, since the last-mentioned plans were approved, decided that it would be difficult to guard the conductor rail in the subway in the manner indicated on these plans, and that something simpler and more efficient might be devised. The question of further change in the guards to be used in the subway and its approaches is now being considered.

Progress during the Year.

The foundations for the structure have been completed. The erection of the steel structure has been continued. That portion on Washington Street between Castle Street and the southerly terminus near Bartlett Street, with the loop at Dudley Street, is substantially completed and ready for the track. The part between Causeway Street and the new bridge over Charles River, on the bridge and through Charlestown to the northerly terminus, with the loop at Sullivan Square, is about ready for the track. Sections on Atlantic Avenue, from Summer Street to Broad Street and from the northerly end of the subway to the Charles River bridge, have also been erected, in all, four and seven-tenths miles.

Ties have been placed upon a large portion of the structure thus far erected, fitted and fastened to the same; and a considerable portion of the floor has been completed, by framing and placing the guard timbers, fastening them to the ties and fastening both ties and guards to the steel structure.

Rails have been laid for about two miles in length of double track, and a number of switches put in place. Four-tenths mile of third or conductor rail has been laid.

The changing of surface tracks, where they interfered with the structure, has been completed, and the work of moving sewers, pipes and conduits underground finished.

The steel structure, so far as erected, has been painted one coat; a large part has received two coats, the last being of an olive color.

Work has been begun on seven stations, two of them being well along towards completion. The principal car house near Sullivan Square is nearly finished. The large power house on Lincoln's wharf, with its machinery, is well along. Considerable work has also been done placing feed wires and cables both on the structure and under ground.

The percentage of progress towards completion of the various items, noted on a basis of 100 for those completed, is as follows :—

Foundations,	100	Paint, first coat,	70
Steel structure,	70	Paint, second coat,	60
Ties,	55	Dudley Street station,	90
Guard timbers,	20	Northampton Street station,	60
Rails,	30	Dover Street station,	40
Conductor rails,	6	Beach Street station,	50
Switches,	25	City Square,	95
Car house,	90	Sullivan Square,	50
Power house,	70	North station,	10

Six stations have not as yet been begun : Pleasant Street, South Station, State Street, Hanover Street, Broad Street and Thompson Square.

A large car house has been built near Sullivan Square, for storage and repair of rolling stock for the elevated system. It is close to the terminal station, and can be reached from the elevated tracks with very little extra movement of cars or trains. It is of convenient form for storing, cleaning and repairing of cars.

A power house is being built at Lincoln's wharf, and steam and electric appliances placed in it, designed to furnish motive power for the elevated system. The location is convenient for the reception of fuel, and near enough to the railway to admit of the easy and economical distribution of power.

Two storage batteries of large size have been provided for : one near the Pleasant Street station, the other near the North Station, for the purpose of equalizing the output of electricity between the busy hours and those of lighter demand during the day, and of furnishing a supply for use in case of temporary stopping of the main machinery.

The Subway.

Some work has been done in the subway, in preparation for the use of trains from the elevated structure ; but this has been largely in the way of experiment. It has been found necessary to remove some parts of the subway structure, to make clearance for the new and larger rolling stock. This applies principally to points on the inside of the roof and to the concrete conduits for feed wires. The track has been or must be moved in a few places for the same object.

Much of the work in the subway in preparation for the elevated trains must be done just before such trains are put in service, to avoid as much as possible interference with existing business.

Rolling Stock.

A series of experiments on cars and trains has been made to determine the best methods of applying the power and of regulating the same, and to decide between several systems of power brakes. The result of these experiments has not as yet been communicated to the Board, nor has the description of rolling stock which it is desired to use been presented for approval, as required by section 6, chapter 500, Acts of 1897.

Reports.

Reports have been made by the undersigned to the Board during the year 1900, as follows:—

Annual report for the year 1899.

May 26, 1900, report on estimates of cost of the elevated railway and its appurtenances.

June 29, further report on same subject.

July 13, report on station plans.

July 13, report on steps at stations.

September 28, report on station plans, showing changes in details; also floor of elevated structure, with third or conductor rail and guards for same.

November 9, further report on guard for conductor rails.

Respectfully submitted,

EDMUND K. TURNER,

Consulting Engineer.

GRADE CROSSINGS.

The Board submits the following report upon the investigation made under the provisions of chapter 105 of the Resolves of the Legislature of 1900, which reads as follows:—

Resolved, That the board of railroad commissioners is hereby directed to consider the matter of requiring street railway companies to pay a proportion of the cost of the abolition of grade crossings in certain cases and to report thereon with such recommendations as it may deem proper to the next general court not later than the fifteenth day of January in the year nineteen hundred and one.

The general law relating to the abolition of grade crossings, chapter 428, Acts of 1890, was enacted after a thorough investigation and elaborate report by a special commission of engineers appointed for the purpose under a resolve of the Legislature of 1888, and after an exhaustive discussion of the subject by this Board in its annual report for 1889. Although the propriety of calling upon street railway companies to bear a proportion

of the cost of separating grades was suggested in the report of the special commission, the Legislature, in passing this statute, did not then deem it wise to require such contribution. The recent remarkable growth of the street railway through the use of electricity as a motive power has given this subject a new importance and presented it in a new light. The apportionment of expense, under the above-named statute, would seem to rest upon an estimate of the degree to which the railroad and the public highway are respectively contributing factors to the perils connected with grade crossings and the recipients of benefits from their elimination.

The street railway stands to-day in a different position with respect to these crossings from that occupied by it ten years ago. As the operation of the electric car has grown more and more to resemble that of the railroad train, it has added to the dangers previously encountered at the grade crossing. The record of accidents proves that loss of control over the car, owing to some temporary derangement of the electric equipment, is not an infrequent occurrence while the car is approaching or passing over the railroad location. A collision at such a time might have appalling consequences. The benefit which the street railway to-day receives from the abolition of the grade crossing is apparent in the increased safety, freedom from interruption to travel, and, in the exceptional cases where new crossings are sanctioned by this Board, exemption from expense in maintaining safeguards.

The opposition of the companies to the proposed measure is based chiefly upon the claim that their rights in the streets rest upon an insecure footing. In theory this is true. The ordinary street railway location may be revoked at any time after it has been in use a year, if it is decided that the public interests require it. Practically, however, these franchises rest upon what must always be a permanent need of the public, — convenient facilities for travel. As a result of the policy established in this Commonwealth, capitalists who are content with a reasonable return upon money actually expended in railway property have come to feel that they can safely invest in street railways. Nothing can better attest the essential permanency of street railway franchises than the faith which conservative business men express in them by their readiness to purchase

the stocks and bonds and to loan money to the companies at moderate rates of interest. To all intents and purposes the power of revocation of location is little more than a power to punish a street railway company for offences that nothing but reckless or arbitrary management would permit. As far as we can learn, this right has never been exercised in this State. It may occasionally have been used by local boards as a whip or spur; but under the present laws the true remedy for evils existing in street railway operation is the enforcement of a better service rather than the discontinuance of a poor one.

As street railways have developed from local enterprises into the broader field of interurban service, the tendency of legislation has naturally been toward more uniform regulation, larger State supervision, and a greater degree of security for the street railway franchise. This is the policy underlying the important legislation found in chapter 578, Acts of 1898. While the tenure of the street railway location is very unlike that of the railroad location, there is at the present day no general feeling in business circles that it is insecure.

We cannot avoid the conclusion that street railway companies ought to bear some part of the burden connected with the abolition of grade crossings in which they are interested. The propriety of this has been recognized in certain instances by the voluntary act of contribution brought about by agreement of parties, and, in some cases, upon the suggestion of the Board.

The extent to which a street railway adds to the danger existing at a specific crossing or receives benefit from its elimination may vary widely in different cases. The character of the privileges enjoyed and obligations imposed under their different grants of location from different boards of selectmen or aldermen, with their dissimilar views as to what the public interests require, the amount of traffic and the present and prospective conditions of operation distinguish one company from another. No two crossings are physically alike in character or surroundings. Accordingly, the amount which a street railway company ought in justice to contribute in a given case can best be determined by a tribunal that can inquire into the facts and circumstances peculiar to each case. An equitable decision will be more probable if reached in this way than it

would be under the application of any arbitrary general rule fixing the amount of contribution.

Moreover, it is to be borne in mind that the street railway is not like the steam railroad and the public highway, — a constant factor in every grade crossing.

We therefore recommend that the special commission appointed under the present law to consider the abolition of a grade crossing, determine the expense to be assessed upon any street railway company that may be interested in the improvement. Before such tribunal all matters relating to the tenure of location and special conditions of operation can be fully presented and fairly considered.

The general law apportions sixty-five per cent of the expense of these improvements upon the railroad and thirty-five per cent between the Commonwealth and the city or town, limiting the share of the last named to ten per cent. The theory upon which the street railway company should be made a contributing party to this expense is that it adds to the sum total both of the peril at these crossings and of the benefits received from their removal. In other words, it is not a theory under which the share of the railroad or of the public in creating the peril or receiving the benefit is newly distributed. We recommend, therefore, that the percentages named in the general law, which have come to be recognized as fixing an equitable proportion between the railroads and the public, be maintained as the basis of distribution of the amount of expense remaining after deducting from the entire cost of elimination the amount assessed upon the street railway company.

It has been urged that, if street railway companies are called upon to contribute to the expense of separating grades, there should be some provision of law to secure to the company reimbursement of the amount of contribution in the event of a revocation of location. Although this proposition might seem a fair one at first glance, upon reflection we are of the opinion that it would create an unwise precedent, and that there is no real demand for such legislation. It is a common thing for local boards to exact from the street railway company to which it grants a location a considerable outlay for highway improvement rendered necessary by the introduction of the railway into the streets, without any agreement for reimbursement in

case of the revocation of the grant. The contribution to the abolition of a grade crossing is of the same character. It is a highway improvement in some appreciable degree rendered necessary by the presence of the street railway. In a number of instances this Board has required substantial improvements in the road-bed of a company, involving considerable expenditure; and this has been done without thought of or reference to reimbursement in the unlikely event of a revocation, nor has there been any suggestion made by the companies that a requirement of this kind should accompany such agreement.

In the opinion of the Board, therefore, there is no sufficient reason for legislation looking to the reimbursement of a street railway company for the amount of its contribution toward the expense of the abolition of a grade crossing. It is sufficient that such outlay should be subject to capitalization as a proper part of the cost of street railway construction.

We further suggest that it would be advisable, if the street railway company is made a contributing party to the expense of eliminating grade crossings, that it should, like the railroad company, the Commonwealth, or city or town, have the power to institute proceedings in the interest of the public safety, and that it should therefore be given the same right to bring its petition in court that is now possessed by each of the other contributing parties.

NEW LEGISLATION.

The present street railway laws are a patchwork, some sections inoperative, others confusing if not conflicting. This is not surprising when it is considered that the earlier of these statutes were adapted to a horse-car service. In fact, it is a proof of the strength and elasticity of those laws that they apply as well as they do to the many new and different conditions affecting electric-car service.

We have been urged to recommend a general change in the laws relating to street railways. A partial change was accomplished under chapter 578 of the Acts of 1898, based upon the report of a special commission.

Following this report, the statute of 1898 adopted the fundamental principles that the street railway belongs in, over or under the street, and that the franchise should not be given a

fixed tenure, but should remain subject to revocation whenever the public interests demand. The statute further conforms to the report in establishing a State supervision in certain instances over the action of local boards, and in making a radical change in the method of taxation.

This report furnishes evidence of a thorough investigation. Its conclusions are expressed in clear and forcible language. As to the character of street railway service, it says :—

As the modern municipalities expanded, the demand for better facilities of urban, or, as it would be termed in Europe, intra-mural transportation, made itself increasingly felt. Naturally the street car and the tramway at length suggested themselves as convenient agencies, the street car being nothing more or less than an improved omnibus, and the tramway, a special feature in the pavement of the public way . . . This is all the street railway was fifty years ago, when first laid ; it is all it is now, — an improved line of omnibuses running over a special pavement. If this fact be fairly grasped and borne constantly in mind, the discussion of the principles underlying it are greatly simplified. The analogy throughout is with the omnibus line, and not with the railroad train ; with the public thoroughfare, and not with the private right of way.

One reason, then, why a general revision of these laws may be postponed, is the fact that a special revision has recently been made by men of distinguished ability, as a result of whose work certain principles have been reaffirmed and certain important changes made in the law. It would be well to let experience keep school awhile longer.

It has been urged that the time has come to give the street railway companies generally the power to carry on a freight business, and to construct and operate their railways outside the highway over private lands. We are not ready to admit that the doctrine that street railways belong in the street, so long held and so emphatically reiterated in the report of the special commission above referred to, should be hastily abandoned. The use of electricity is yet in an experimental stage, and nothing surprisingly new has happened in the last three years to warrant setting aside the conclusions then reached as to the purpose that the street railway serves. We still believe that it should be distinguishable from the railroad, and remain

for the present at least one of the new uses for which the highway in its development under the original design is well suited. Working with, rather than as a substitute for, the railroad, the street railway furnishes travelling facilities that the public cannot well do without. In its useful service of transportation from town to town, as well as from house to house and from street to street, the large and commodious modern car can be and is safely operated at a reasonable rate of speed over innumerable highways within the State without serious interference with other methods of travel. There is no call for the attempt, too often made, to rival the speed of the railroad train. The modern avenue is constructed in many cases with a view to the presence of the railway, and can usually be readily adapted to it. There are, of course, exceptional instances where in the public interest the railway ought to be permitted to go upon private lands, as an incident of the general use of the highway. The law already permits it for the purpose of avoiding grade crossings.

It has been argued that street railways should do a freight business, and that to do this they must be operated outside of the public highway. A freight service over the streets is incompatible with the conduct of a satisfactory passenger service at the same time, and in itself is objectionable on other grounds. But we do not believe there is any such demand that street railways should do a freight business as to warrant so radical a change in operation as a removal from the streets to private lands. Undoubtedly there are localities in which the conduct of a freight business in part over particular streets or ways, or in part over private lands, may be desirable. We think that these cases should be considered as exceptions to the general rule, and even as such should be permitted only where the communities affected by them approve it.

If new ideas as to the ordinary method of operation of the street railway are to be seriously considered, it would be wise to experiment with them in some individual case before making a general change in the laws to carry them into effect. The continuance of a body of laws that lacks symmetry and perfection is less productive of evil than frequent changes in important provisions.

While, therefore, we cannot now recommend any general

revision, on the other hand, there is need of certain specific changes in the statutes. It does not matter so much that the law as to compulsory joint use of tracks practically applies only to horse cars, of which there is but one relic left; but it is important that, if the Board is to regulate fares, it should be given full opportunity to exercise this power. Under section 23, chapter 578, Acts of 1898, reductions in fares are limited to the average fare charged by other companies rendering similar service. The difficulty of establishing in any given case just what is a similar service has seriously embarrassed parties who have sought a regulation of fares under this section. The theory that fares should depend upon what the companies themselves establish and practise, either with or without agreement, is clearly untenable. If the authority to recommend changes which the Board has under its general power of supervision over railways needs to be strengthened in relation to fares, the additional authority given should be without restriction other than the requirement that action be based upon what is reasonable under all the circumstances.

We further suggest that the law be changed so as to require the road-bed, tracks and structures of newly organized companies to be inspected by the Board before the railway is opened to travel, as is the case with railroads. The heavier cars and higher speed characteristic of the present service demand more careful construction of road-bed and the use of heavier rails than were formerly necessary. Wherever the single track is in use by cars running in opposite directions, some simple but effective signal system should be required.

ANTI-STOCK-WATERING LAWS.

The wisdom of the legislation known as the "Anti-stock-watering laws," restricting original issues of street railway securities to the amount requisite for cost of construction and equipment, forbidding additional issues where the capital or assets have become impaired until such impairment is made good or provided for in some way, and prohibiting the issue of bonds unless the physical assets of the company are equal to its aggregate outstanding indebtedness, is now generally acknowledged. Under the administration of these laws, the public are protected from evils of over-capitalization, and street railway

securities have, in the interest of both the public and the company, been greatly strengthened. The freedom with which investments are made and money loaned is proof of this assertion.

During the year ending December 31, 1900, the Board, after examination into the property and financial standing of the several companies, has approved issues of stock aggregating at par \$14,538,600* and of bonds aggregating \$4,085,000, as against \$15,360,500 in stock and \$4,204,000 in bonds for which approval was asked. The investigations made by the Board during this year in connection with petitions for issue of stocks and bonds have shown impairment of capital or assets in five cases. The companies have in every instance, at the suggestion of the Board, made this impairment good as a condition precedent to approval of issue by cash payments to the full amount, aggregating in all \$203,921.15.

We would respectfully suggest that special statutes exempting companies from these wholesome laws be enacted only where upon careful examination unusual conditions call for them, and that such exemption be not indirectly conferred in laws that do not grant it in express words.

CONSOLIDATION.

Through purchase and sale thirteen street railway consolidations have been effected during the year. In each case this has been accompanied by specific reductions in fare and extensions of rights of transfer. These consolidations tend also to afford larger opportunity for equalization of fares, improvement in service and the exercise of supervision over operation. There must, however, be a limit to the extent to which it is advisable that street railways should be brought under one management. Having this in mind, there is no reason to doubt the beneficial effects of the union thus far made without increase of capitalization of several smaller companies into one stronger system, with its less expensive methods of operation and larger facilities for the conduct of a satisfactory public service.

* Of this amount \$9,500,000 was authorized to be issued by the Boston Elevated Railway Company.

NEW INSPECTOR.

The additional duties imposed under chapter 376, Acts of 1897, upon the three inspectors appointed by the Board under chapter 535, Acts of 1894, owing to the large extension in street railway systems, made it necessary, in the judgment of the Board, to exercise its authority to appoint an additional inspector. Accordingly, Mr. Lewellyn H. McLain, then superintendent of the Newton & Boston Street Railway Company, was appointed, and assumed the duties of inspector upon the first day of October last. The selection was governed by the belief that the new official should be one specially qualified by training and experience to examine into street railway property and conditions of operation, and the services rendered have justified this action.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

JANUARY 1, 1901.

COMMISSIONERS' REPORT.

Part 3.

APPENDIX.

[A.]

SPECIAL REPORTS ON RAILROAD MATTERS.

TRAIN ACCOMMODATIONS.

PETITION OF WEST SOMERVILLE BOARD OF TRADE FOR IMPROVED TRAIN SERVICE BETWEEN WEST SOMERVILLE AND BOSTON.

Upon the petition of the West Somerville Board of Trade for improved train service upon the Boston & Maine Railroad between West Somerville and Boston, several hearings were held, which were very fully attended by the business men of West Somerville and of Arlington and neighboring towns. The desire of the petitioners took shape in the request that certain trains which are now operated as express trains each way between Boston and Arlington should stop at West Somerville.

It appeared that there are now twenty-four trains daily each way between these places, and it was admitted that there was no call for any increase in the number of trains.

The distance between the stations at West Somerville and Boston is between four and five miles. The growth in the street railway service in this territory has been such as to very materially reduce the travel upon the steam railroad. It is to be expected that until some new and more effective method of competition is adopted by steam railroads communities at this distance from Boston will increasingly use the facilities for travel afforded by the street railways. Through the extension of the system operated by the Boston Elevated Railway Company the people of West Somerville will soon have better accommodations for travel to and from Boston than they now have.

Under the circumstances, to grant the request of the petitioners and to recommend that certain trains now running to Arlington as express trains should stop at West Somerville would be to benefit one community at the expense of others. The people of Arlington and of the towns beyond, who are less favorably situated than those of West Somerville in respect to present and prospective street railway service, are enjoying a steam railroad service which, in the

opinion of the Board, ought not to be made less convenient by requiring the trains to stop between Arlington and Boston.

For this reason, and independent of the consideration that, if the Board should recommend that these trains stop at West Somerville, it would be difficult, in the light of such a precedent, to refuse similar requests from other places between Arlington and Boston, the Board is of the opinion that this petition must be refused.

It appeared from statements made at the hearings that the train leaving Boston for West Somerville at 5.32 P.M. has been frequently so crowded that passengers have been unable to find seats in the cars. Such a condition of things ought not to continue, as there can be no good reason why suitable accommodations should not be regularly furnished upon this train.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

JUNE 5, 1900.

PETITION OF O. B. PARKS AND OTHERS FOR ADDITIONAL TRAIN
SERVICE TO AND FROM WESTFIELD.

In the matter of the petition of O. B. Parks and others that the Boston & Albany Railroad Company be required to stop all trains running through Westfield for the purpose of receiving and delivering passengers, several hearings were had, at which the parties interested were represented by counsel and were fully heard.

Since the first hearing certain changes have been inaugurated by the Boston & Albany Railroad Company in the operation of its trains. For the purpose of improving the through train service between Boston and the west, a new express train each way has taken the place of two of the trains affected by the request of the petitioners, and the time occupied in the run between Boston and Albany has thus been materially lessened. The importance of this change to the travelling public is manifest, and we should be unwilling to take any action which would tend to interfere with this new service, believing that improved facilities for travel should look to a still further shortening rather than lengthening of the time of these trains in the interests of those whose convenience and necessities they serve.

There are two other trains passing through Westfield daily which the petitioners desire to have stop there. One of these is the eastward-bound train, numbered 18, which now stops at Westfield to leave passengers from Syracuse and points beyond; and the other is the westward-bound train, numbered 19, which now stops at Westfield

upon Sundays. In view of all the circumstances, the Board would recommend that this westward-bound train should, in addition to the Sunday service, regularly stop at Westfield to take on passengers for Albany and places beyond, and that the eastward-bound train should stop at Westfield to leave passengers from Albany and places beyond, and that proper advertisement of this arrangement be made in the official time table by reference in the columns indicating the service of these trains.

While the character of these trains may suffer in some degree from the loss of time in making these stops, the extent of the interference with them would not seem to be such as to make it unreasonable to give the benefit of this better through service to the people of Westfield who have occasion to use them.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

JUNE 21, 1900.

STATIONS.

PETITION OF SELECTMEN OF YARMOUTH FOR RELOCATION OF STATION
AT SOUTH YARMOUTH.

In the matter of the petition of the selectmen of Yarmouth for a relocation of the passenger and freight depot of the New York, New Haven & Hartford Railroad Company at South Yarmouth, a hearing was given, at which all parties in interest were fully heard, after which a view of the locality in question was taken by the members of the Board.

The petition seems to have been based upon the provisions of section 157 of chapter 112 of the Public Statutes. If it be suggested that under the provisions of this section the moving party should be the railroad corporation, there is found in the general jurisdiction conferred upon the Board authority for such recommendation as it deems proper in the premises.

The station at South Yarmouth is now located at a considerable distance from the thickly settled parts of the town. The place to which it is asked that the station be moved is similarly situated. The complaint against present conditions is that passengers to and from the depot are obliged to drive a long distance, over a road of a character rendering travelling peculiarly disagreeable and inconvenient. Were the station removed to the proposed site, the same ground of complaint would exist, unless action be taken by the town to make over the highway now leading to this place. The local authorities seem to have recognized the great need of highway improvement, and assert their readiness to carry it out, even at a considerable expense to the town. In determining what public way should be improved in the general interest of the community, they have with apparent good reason selected for this purpose the roadway which will directly connect two of the chief centres of population. They ask that, in conjunction with this enterprise on the part of the town, the railroad company remove the station from its present location to what seems the most desirable point upon this newly constructed highway.

It is evident, from the statistics of passenger traffic at South Yarmouth, that the travel to and from this station between the first days of June and of November constitutes by far the largest part of the

entire passenger traffic of the year. This is what would be expected from the growth of travel to and from the seashore during a considerable part of the year.

It would seem a sound administrative policy upon the part of the railroad company to adopt all reasonable measures that would tend to bring it into accord with progressive movements in a community looking to the development of business interests. We believe that in this instance there would be realized from the change of station a general good, in which the travelling public and the railroad company will participate, which warrants the recommendation that the change be made. As the principal reason for such a change is the proposed action of the town authorities in the improvement of the highway connection with the station, this recommendation is made dependent upon the carrying out of such action by the town.

We cannot believe that the change in location of the depot will prove a serious disadvantage to shippers of freight. Should the amount of freight to be shipped warrant it, the present siding could be maintained for the benefit of this traffic. Generally speaking, the shippers of freight who found themselves at a greater distance from the station would realize in the better highway full compensation for any longer distance of travel.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

JUNE 26, 1900.

BRIDGES.

APPEAL FROM DECREE OF COUNTY COMMISSIONERS OF BRISTOL, RELATIVE TO WIDENING BRIDGE IN NORTH EASTON.

This is an appeal by the New York, New Haven & Hartford Railroad Company from the decree of the county commissioners of Bristol, ordering it to widen a bridge in North Easton. After due notice, a hearing upon this appeal was given at Memorial Hall in North Easton.

Main Street, the principal thoroughfare in North Easton, has for many years crossed the location of the Old Colony Railroad by an overhead bridge. About a year ago the New York, New Haven & Hartford Railroad Company, operating the railroad as lessee, had under advisement plans for repairing and strengthening this bridge. In connection with this improvement the town took action looking to the widening of the highway in its approach to the bridge some two or three feet on the south side. The bridge was about thirty-nine feet wide and about two feet narrower than the highway as then in use. The fact that the town proposed to widen the highway was brought to the attention of the railroad company by a representative of the town, who was informed that the company had no intention of rebuilding the bridge. The company subsequently decided, however, to rebuild the bridge, and without notice to the town let the contract therefor. In the prosecution of this work the stone abutments were so built as to permit the widening of the superstructure of the bridge upon the south side in conformity with the proposed new line of the street. But when the materials for the superstructure were placed upon the ground and the work of erecting it begun, it became evident that the new bridge was to be of the same width as the old one. The selectmen thereupon protested against this, and requested that the bridge be extended on the south side the four or five feet necessary to bring it in line with the highway as widened. They were told that it was too late to make any change in the plan of the bridge, as the contract had been given out and the contractor was on the spot ready to do the work. The desired change would have called for two additional floor beams and a little additional planking, at a total expense not exceeding two hundred dollars. The bridge was completed, notwithstanding the protest, in accordance with the original plan of the

company and of the same width as the old bridge. The town filed its petition with the county commissioners of Bristol under the provisions of section 129, chapter 112, Public Statutes, upon which petition, after due notice and hearing, an order was issued by that board directing that the bridge be widened. The company duly entered and perfected its appeal from this decision by filing its petition with the clerk of this Board. The following reasons of appeal are set forth : —

1. The security and convenience of the public do not require any alteration to be made in the bridge.

2. The railroad company has recently constructed and practically completed a new and expensive bridge at the point in question, and, if any alteration were desired by the selectmen, it should have been asked for when the recent alterations were begun instead of after they were practically completed.

As to the need of this alteration in the bridge, we are satisfied that the public convenience and security do require the widening, for the purpose of affording the necessary opportunity for a suitable sidewalk to be separated from the roadway over the bridge and to be in continuation of the sidewalk upon that side of the street. Proper protection of the foot passengers, who use this bridge in large numbers, from injury through the fright of horses occasioned by the noise and smoke of passing trains calls for a sidewalk of this character, as well as the decided public advantage in having the bridge constructed in line with the highway at this place.

The railroad company contends that an earlier request for this change should have been made, but it is clear that the town officers had reason to expect, under the circumstances, that the company would not arbitrarily proceed to rebuild the bridge of the same width as the old one without previous notice to them of its intentions. Moreover, they had reason to believe, from the manner in which the abutments were built, that the bridge was to be of the desired width. But if there was any lack of diligence in this respect on the part of the town, it appears that the request was actually made when the cost of granting it would not have exceeded two hundred dollars. It is true that the contract had been given out and some delay would have been caused in making the change. There was nothing, however, so sacred about this contract as to make it improper to change it for the public good, and the delay would have been inconsiderable.

The action of the railroad company cannot be justified. As a public-service corporation, it was bound to treat reasonable demands made upon it in behalf of the public interests with full courtesy and consideration. The improvement in this bridge was one in which the town and the company had a joint interest; but the company appar-

ently refused to attach any importance to the wishes of the townspeople in the matter, and adopted an arbitrary course that showed scant recognition of its obligations to the public. Nor is there any excuse for this conduct from the stand-point of a sound economy or shrewd business management. Had there been some principle at stake which the company could not afford to violate, then the fact that the expenditure involved was small would be unimportant. But there was no such principle at stake. It was simply a question of a trifling outlay at a slight inconvenience for the accommodation of one of the communities with which it is constantly dealing and from which it is deriving a portion of its revenue. If there is any ground upon which it can be reasonably argued that it is profitable for the company to secure the ill-will of this community under the circumstances existing in this case, we have overlooked it.

If the administration of affairs was too far removed from the scene of action for a proper appreciation of the circumstances, it shows that there is need of a change in methods, to enable the corporation to deal efficiently with matters of this kind which ought not to be treated as of too little moment to warrant careful attention.

In view of all the facts, in the opinion of the Board it is necessary that an alteration be made in the highway bridge over the location of the Old Colony Railroad Company in Main Street in the town of North Easton; and accordingly it is ordered that the superstructure of this bridge be widened about five feet on the south side thereof, as particularly shown upon the plan therefor now on file in the office of the Board, marked "D 337."

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

OCTOBER 17, 1900.

BOSTON & ALBANY RAILROAD.

Pending the consideration by the Legislature of the lease of the Boston & Albany Railroad to the New York Central & Hudson River Railroad Company, the Board, in conformity to a request of the House of Representatives "to transmit to it" within *thirty days* "such information as is accessible," submitted the following answers to the questions asked it.

In part these answers rest upon the written statement of the general traffic manager of the Boston & Albany Railroad Company, which statement, as explained to the committee, in the absence of complaints upon the records of the Board and of suggestions to the contrary in response to particular inquiries and a general inquiry through a public hearing widely advertised in the cities and towns along the line of the railroad, was furnished as the "information accessible to" the Board within the time named, and without opportunity for an extended investigation.

REPLIES TO QUESTIONS OF THE HOUSE OF REPRESENTATIVES RELATIVE
TO THE BOSTON & ALBANY RAILROAD COMPANY.

COMMONWEALTH OF MASSACHUSETTS.

To the Honorable the House of Representatives.

The Board of Railroad Commissioners respectfully transmits the information obtained in reply to the questions contained in the orders of the House of Representatives, dated respectively February 13, 1900, and February 15, 1900.

*Information Relating to Questions Contained in Order of February
13, 1900.*

Question 1. — What were the names and residences of the one hundred largest holders of stock of the Boston & Albany Railroad Company on May 1, 1899, and what was the amount of stock held by each, also the number of holders of ten shares or less of stock and the aggregate amount of such holdings?

Answer.

NAME.	Residence.	Number of Shares.
Wesson, D. P.,	Springfield,	3,000
Sargent, C. S., and J. M. Codman, trustees, .	Brookline,	2,973
Davis, Edward L.,	Worcester,	2,700
Springfield Fire Marine Insurance Company, .	Springfield,	1,500
Rumrill, Anna C.,	Springfield,	1,392
Foster, John, estate, C. U. Cotting, executor, .	Boston,	1,224
New England Mutual Life Insurance Com- pany.	Boston,	1,063
Peirce, Edward,	Box 3394, Boston,	1,000
Hemenway, Augustus, and others, trustees, .	Box 3346, Boston,	1,000
Schermerhorn, Wm. C.,	41 Liberty Street, New York,	924
Stanley, Frank F., trustee,	108 Summer Street, Boston,	900
Bliss, William,	Boston,	810
Young, George, estate, D. A. Dorr, executor, .	Boston,	788
Anthony, Stephen N.,	South Yarmouth,	720
Beebe, E. Pierson, and S. Johnson, trustees, .	Boston,	705
Duncan, William Butler,	New York, N. Y.,	700
Hobson, John L., and others,	Haverhill,	700
Slater, Horatio N.,	Webster,	705
State Mutual Life Assurance Company, . . .	Worcester,	625
Massachusetts Mutual Life Insurance Com- pany.	Springfield,	625
White, George, and others, trustees, W. X. Fuller.	Boston,	625
Draper, Wm. F.,	Hopedale,	600
Mercantile Trust Company, trustees, . . .	New York, N. Y.,	600
Curtis, Louis, and others, trustees, . . .	Boston,	586
American Insurance Company,	30 Kilby Street, Boston,	578
Salisbury, Stephen,	Worcester,	515
Mosely, Fredk. S.,	Boston,	500
Rice, Edwin, estate, Abbie E. Rice, . . .	1025 Beacon Street, Brookline,	500
Roessle, John,	Boston,	500
Rumrill, James A.,	Springfield,	500
Coolidge, T. Jefferson,	Boston,	500
Ward, Sam'l J., and C. P. Bowditch, trustees,	Boston,	483
Davis, Fredk., and others, trustees, . . .	Weston,	460
Massachusetts Congregational Charitable Soci- ety, A. Lincoln, treasurer.	Boston,	460
Schermerhorn, Fredk. A.,	New York, N. Y.,	451
Bryant, John D., and C. E. Inches, trustees, .	Boston,	450
Lowell, Augustus,	Boston,	449

Answer — Continued.

NAME.	Residence.	Number of Shares.
Beebe, E. Pierson,	Boston,	429
Cooley, Francis B.,	Hartford, Conn.,	426
Fabyan, George F.,	100 Summer Street, Boston,	405
Harwood, Charles,	Boston,	401
Gardiner, R. H., and Asa French, trustees,	Boston,	400
Gardner, G. A. and G. P., trustees,	22 Congress Street, Boston,	400
Gardner, John L., estate,	Boston,	400
Crane, W. Murray,	Dalton,	400
Crane, Zenas,	Dalton,	400
Davis, Charles H.,	Worcester,	400
Davis, Joseph E.,	154 Beacon Street, Boston,	400
Stickney, Mary H.,	New Bedford,	400
Wetherell, Hester N.,	Worcester,	400
Moore, Lucius,	Hudson, N. Y.,	400
Daniels, Howard B.,	Boston,	393
Brown, John E.,	Boston,	393
Stevens, Oliver C.,	53 Devonshire Street, Boston,	388
Dexter, Wm. S., and others, trustees,	Boston,	367
Blake, Francis, and others, trustees,	Boston,	363
Carson, Thomas G.,	Newburgh, N. Y.,	360
Proprietors Boston Athenæum,	Boston,	357
Emmons, Nathaniel H., and others, trustees,	Boston,	355
Phillips, John C., W. S. Dexter, attorney,	Boston,	350
King, Franklin, estate,	120 Milk Street, Boston,	350
Rugg, Chas. P., and Stevens, trustees,	New Bedford,	350
Green, Samuel A.,	72 Harrison Avenue, Boston,	350
Hooper, Adeline D., and others, F. C. Welch,	Boston,	350
Boston Insurance Company,	Boston,	350
Reynolds, Theodore,	Monson,	325
Perkins, Elizabeth B.,	Boston,	325
Eaton, Charlotte M.,	Worcester,	325
Harwood, Willard,	Boston,	325
Howard, Daniel S.,	Brockton,	325
Bliss, Chester W.,	Springfield,	325
Glover, Horatio N., and others, trustees,	Milton,	320
Shurtleff, Nathaniel,	South Middleborough,	320
Baker, Edmund J., estate, R. C. Humphreys, executor.	Boston,	314

Answer — Concluded.

NAME.	Residence.	Number of Shares.
Ropes, Nathaniel, estate, Mary P. Ropes, executrix.	Salem,	313
Hyde, Harriet N.,	Ware,	313
Cotting, C. U., and F. C. Welch, trustees, .	Boston,	310
Russell, Louisa,	Boston,	305
Dorchester Mutual Fire Insurance Company, T. F. Temple.	Court Square, Boston,	304
Hill, Elizabeth L.,	18 Ripley Street, Worcester, . .	300
Hutchins, J. Hurd,	127 Federal Street, Boston, . .	300
Davis, Mary W.,	154 Beacon Street, Boston, . .	300
Bangs, Edward, and others, trustees, . .	Boston,	300
Bryant, John D., and others, trustees, . .	Boston,	300
Welch, F. C., and others, trustees,	Boston,	300
Little, James L., and Wheeler, trustees, . .	Hotel Pelham, Boston,	300
Phillips, Geo. H., "minor," W. S. Dexter, guardian.	40 State Street, Boston,	300
Phillips, Wm., "minor," W. S. Dexter, guardian.	40 State Street, Boston,	300
Dalrymple, Wm., and others, trustees, . .	85 Milk Street, Boston,	300
Wilson, Maria Gill,	117 Newbury Street, Boston, . .	300
Morgan, Henry K., trustee,	Hartford, Conn.,	292
Bertram, Mary A., and others, trustees, . .	Boston,	293
Dexter, W. S., trustee,	40 State Street, Boston,	290
Watkins, Wm.,	71 Hawthorne Street, New Bedford,	287
Frothingham, Jessie P.,	Baltimore, Md.,	287
Francis, Nathaniel L.,	Boston,	285
Gillett, Edward B., trustee,	Westfield,	273
Wilson, Francis L.,	Framingham,	270
White, Susan J.,	Hotel Brunswick, Boston, . . .	269
Brewster, Arabella P., Wm. Bassett, . .	Boston,	267
Total number of shares, . . . . .	. . . . .	54,110

The number of holders of ten shares or less of stock, May 1, 1899, was 4,645, and the aggregate amount of shares so held was 19,415.

Question 2. — What was the rate of fare from Boston to Worcester, from Worcester to Springfield, from Springfield to Pittsfield, from Pittsfield to Albany and from Boston to Albany, on January 1 of each year since the opening of the Boston & Worcester Railroad and the Western Railroad?

Answer. — Rates of Fare for Single Tickets.

	Boston to Worcester.	Worcester to Springfield.	Springfield to Pittsfield.	Pittsfield to Albany.	Boston to Albany.
1842, January, . . .	-	-	-	-	\$5 50
1842, April, . . .	-	-	-	-	5 00
1842, December, . .	-	-	-	-	6 00
1843, April, . . .	-	-	-	-	4 00
1843, December, . .	-	-	-	-	5 00
1844-49,	\$1 50	-	-	-	5 00
1849,	1 00	-	-	-	5 00
1850-54,	1 15	-	-	-	5 00
1855,	1 25	-	-	-	5 00
1856,	-	-	-	-	5 00
1857-60,	1 35	-	-	-	5 00
1861,	1 25	-	-	-	5 00
1862,	1 00	-	-	-	5 00
1863-64,	1 30	-	-	-	5 50
1865,	1 35	-	-	-	5 50
1866-67,	1 35	-	-	-	5 50
1868,	1 35	-	-	-	6 00
1869-70,	1 35	\$1 85	\$1 75	\$1 75	6 00
1871-79,	1 25	1 55	1 50	1 50	5 70
1880-82,	1 10	1 35	1 30	1 30	5 00
1883-99,	1 00	1 24	1 17	1 17	4 50

The search made for the rates of fare upon the Western Railroad prior to 1867 was hampered by the loss of certain records of the railroad in moving offices, so that the statement as to fares upon that railroad is necessarily incomplete. A thorough investigation of all available sources failed to bring out any further information than that given above.

Question 3. — Do shippers of large quantities of freight by the Boston & Albany Railroad receive lower rates than the published tariff rates?

Answer. — What is known as the published tariff of freight rates upon the Boston & Albany Railroad was issued in 1881, and has never been revised since that time. Rates lower than published tariff rates are charged on nearly all articles of freight moved in large quantities, owing, it is explained, to changed conditions of business, competition and the establishment of new industries.

Question 4. — If so, is there any standard schedule of discount by said railroad in proportion to the amount of shipments, or do individual shippers get such discounts as they can?

Answer. — There is no standard schedule of discount proportionate to the amount of shipments. It is the practice to make special rates, varying according to the nature of a commodity and the distance it is carried. These commodity rates are open to all shippers sending freight under similar circumstances and conditions. Special rates are also made for the benefit of persons who carry on a business that calls for the transportation of a variety of goods and commodities. This rate is made applicable to all goods shipped by such person, regardless of particular commodity or tariff rate. The benefit of a rate so established for any one person is given to any other person carrying on a similar business.

Question 5. — What is the largest discount, if any, below the published tariff rates, given by said railroad to any shipper, and what is the average discount and how is this average computed?

Answer. — The largest discount below published tariff rates is made for the shipment of the product of a trap rock quarry at Westfield. This is carried from Westfield to Brighton at 65 cents per ton of two thousand pounds, while the tariff rate is \$2.40 per ton. Discounts vary from this one of 72.9 per cent, which is an extreme case, to that of 10 per cent, according to conditions. As an example of discounts made from the published tariff rates, the following figures may be taken, applicable to shipments from Boston to Springfield: —

	First Class.	Second Class.	Third Class.	Fourth Class.
Discount (per cent), . . .	15	24	24	33 $\frac{1}{3}$

The average rate of discount from the published tariff upon local freight carried on February 28, 1900, shows a discount of 40 per cent. This particular day was taken at random, and gives a fair average of discounts generally made.

This percentage is arrived at by carrying out at the regular published tariff rates all local freight on that day carried at less than published tariff, the difference between the amount thus obtained and the amount actually charged showing the discount to be 40 per cent of the regular published charges.

The above statements apply to freight which originates at and is shipped to a station on the line of the Boston & Albany Railroad.

The through rates for freight business done in connection with other railroads are subject to agreement between the interested roads, and

upon this class of business the proportionate rate received by the Boston & Albany Railroad, as a rule, is less than local rates. So far as these through rates relate to interstate business, they are necessarily subject to frequent changes.

Question 6. — What was the revenue of said railroad for the year ending September 30, 1899, (1) from local passengers, (2) from through passengers, (3) from local freight, (4) from through freight?

Answer. — The revenue of the Boston & Albany Railroad for the year ending September 30, 1899, is as follows: —

1. From local passengers,	\$2,542,566 49
2. From through passengers,	1,273,456 87
	<hr/>
	\$3,816,023 36
3. From local freight,	\$2,404,785 50
4. From through freight,	2,190,168 56
	<hr/>
	\$4,594,954 06

In these figures the revenue stated to be received from through passengers refers to those carried to and from connecting roads, and the revenue stated to be received from through freight is that received from freight to and from lateral connecting roads covered by through rates and also from freight passing over the entire line between Albany and Boston.

Information Relating to Questions contained in Order of February 15, 1900.

Question 1. — Give the number of separate holdings of shares of stock held by all persons in a fiduciary capacity as trustees, guardians and the like, in the Boston & Albany Railroad Company, and the aggregate amount of such holdings, on May 1, 1899.

Answer. — There were upon that day 1,668 stockholders, holding shares to the number of 73,645, in a fiduciary capacity.

Question 2. — Does a person in the habit of making large shipments of freight on said railroad have the benefit of a lower rate for one shipment of certain freight than the rate required of a person not in the habit of making large shipments for one shipment of similar freight?

Answer. — All shippers receive the same benefits, where a tariff has been established on certain articles as commodities. Where a tariff has been established for a particular business, based upon the conditions attaching to that business, all persons engaged in such business are given the advantage of this tariff. We are informed, in other words, that, whether under the public tariff rates or special

ates, no distinction is made between shippers, based upon the quantity of shipments, except that made between the shipment of carload quantities and those less than a carload, the unit of freight shipment being a carload.

The period of time to which statements in this communication are applicable, where not specially mentioned, is the period ending September 30, 1899, that being the period adopted in one of the questions submitted, and one which would seem to answer the purposes of the inquiry.

An opportunity was given to any person having within his knowledge facts or information relating to differences in freight rates to present them at a public hearing. Although notice of this hearing was widely given by publication in the principal cities along the line of the Boston & Albany Railroad, no one appeared at the appointed time.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

MARCH 14, 1900.

[B.]

SPECIAL REPORTS ON STREET RAILWAY
MATTERS.*

ACCIDENTS.

ELECTRIC CAR COLLISION OF THE WEBSTER & DUDLEY STREET RAIL-
WAY IN THE TOWN OF WEBSTER.

On the morning of July 4, 1900, an open fifteen-bench car, equipped with double trucks and air brakes, and carrying about 102 passengers, owned and operated by the Worcester & Webster Street Railway Company, collided with an open ten-bench car, equipped with single truck and hand brakes, and containing 4 passengers, owned and operated by the Webster & Dudley Street Railway Company. These cars were at the time running in opposite directions upon the single line of railway track of the Webster & Dudley Street Railway Company in the town of Webster. As a result of the collision, 2 persons were killed and about 35 persons were injured. The inquiry made by the Board into the circumstances of this accident included two public hearings.

Car No. 14 of the Worcester & Webster Street Railway Company left Webster for Worcester at 7.50 A.M., running on regular time, and collided with car No. 13 of the Webster & Dudley Street Railway Company, which had left East Webster at 7.57 A.M. The place of the collision was a curve in the railway at the foot of a moderate grade in each direction. A row of trees located on the west side of the street prevents motormen from seeing cars approaching in the opposite direction until they are within 300 or 400 feet of each other. It is probable that in this instance the motormen did not notice the approaching car until the distance between the two cars was between 200 and 300 feet. The way in which the cars were affected by the

* Special report to the Legislature relative to apportionment on street railway companies of part of cost of abolition of grade crossings may be found on page 86.

blows received indicates a high rate of speed, especially on the part of the Worcester & Webster car, which, in striking, forced the Webster & Dudley car backward nearly 200 feet.

A duly executed contract for the joint use of the single track in Webster by both of these companies, which had been in force between the companies, had expired in the preceding April, and the joint use of the track upon the day of the accident was under simply an oral understanding made, or tacitly assented to, between certain officials of the two companies. As, therefore, there was then in force no contract for this joint use, approved, as required by law, by this Board, the car of the Worcester & Webster Company was on the track of the Webster & Dudley Company without legal right. There had been no mutual exchange of time tables between the companies, and there were no joint rules or regulations for operating cars. A printed time table of the Webster & Dudley Company had indirectly come into the possession of the officials of the Worcester & Webster Company, which showed a car service for week days and for Sundays, but made no mention of holidays. The week-day service did not include the running of the car which was in collision, that being an extra car, run upon holidays upon the time given for Sunday service. No notice was given to the Worcester & Webster Company of the running of this car. The Worcester & Webster Company apparently made no inquiry as to the running of cars upon this holiday, although the running of extra cars upon that day would ordinarily be expected, and although on the previous holiday, May 30, after the time table in question had been issued, extra cars not named upon that time table had been operated by the Webster & Dudley Company.

The investigation of this accident shows that the loss of life and the bodily injury to so many persons were due primarily to inexcusable carelessness on the part of those charged with the management of these railways.

The joint use by two independent companies of a line of single railway track of such length as to necessitate the running of cars over it in opposite directions is, under the most favorable conditions, attended by such risk as to call for the exercise of more than ordinary care and the use of great precaution. To run a heavy modern car, loaded with passengers, at a high rate of speed upon a down grade is a questionable method of operation. To run such a car at even twelve miles an hour upon this holiday over a single track in joint use by two companies, with no more effort than was here made to ascertain the running time of the cars of both companies, was little short of reckless management. Of similar character was the running of the extra car not named upon the outstanding time table without

the giving of definite notice to the other company of the intention to run such a car.

That the car of the Worcester & Webster Company was upon the track of the Webster & Dudley Company without legal right, with the knowledge of the officials of both companies, adds to their responsibility in the premises.

The speed at which the Worcester & Webster car was at the time being run has undoubtedly an important bearing in determining the contributing causes of the collision. We do not deem it necessary to decide what this speed actually was, or whether or not, if above twelve miles an hour, it was authorized by the company, for the reason that, irrespective of this, the accident presents a case where those in charge of these street railways have neglected to use the ordinary care and to exercise the ordinary precaution which everybody has a right to expect will always be used where the safety of the travelling public is involved.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

SEPTEMBER 21, 1900.

[C.]

ORDERS RELATING TO RAILROADS.

STATIONS.

PETITION OF BOSTON & MAINE RAILROAD FOR APPROVAL OF RELOCATION OF BLEACHERY STATION IN LOWELL.

In the matter of the petition of the Boston & Maine Railroad for the approval by the Board of a relocation of a passenger station in the city of Lowell, —

It appearing, after public notice and hearing, that the city council of the city of Lowell has duly approved of the removal of the station of the Boston & Maine Railroad known as the Bleachery station from its present site to the south side of Gorham Street, west of the main line tracks of the railroad, in said city, and that such change is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the proposed relocation, as above described and as shown upon a plan on file in this office.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 3, 1900.

PETITION OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY FOR APPROVAL OF RELOCATION OF STATION IN GREAT BARRINGTON.

In the matter of the petition of the New York, New Haven & Hartford Railroad Company for the approval by the Board of the relocation of a passenger station in the town of Great Barrington, after investigation, — it is

Ordered, That the approval of the Board be hereby given to the relocation of the passenger station of the New York, New Haven & Hartford Railroad Company in the town of Great Barrington, as shown upon a plan marked "Site plan, proposed passenger station," dated August 2, 1900, upon file in this office with the petition.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 31, 1900.

ISSUES OF STOCKS AND BONDS.

Norwich & Worcester Railroad Company — Sale of New Shares at Auction.

In the matter of the application of the Norwich & Worcester Railroad Company, relative to the sale at auction of 61 shares of the capital stock of said company, which shares with others were authorized to be issued by an order of the Board dated December 28, 1899, and which have been offered to the stockholders of said company as required by law, but which have not been taken by the stockholders entitled to the same, — it is

Ordered, That the 61 shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder at not less than their par value in cash; and that the Boston "Daily Advertiser," the Boston "Herald" and the Boston "Journal" are prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

MARCH 8, 1900

Fitchburg Railroad Company — Issue of Bonds.

In the matter of the petition of the Fitchburg Railroad Company for the approval by the Board of an issue of bonds to the amount of \$500,000, for the purpose of paying and refunding certain funded indebtedness, —

It appearing, after public notice and hearing and such further investigation as was deemed requisite, that the petitioner has heretofore issued bonds to the amount of \$500,000, bearing interest at 5 per cent, which bonds mature on the first day of October, 1900; that for the purpose of paying and refunding said bonds an issue of bonds bearing interest at the rate of $3\frac{1}{2}$ per cent per annum, payable twenty years from said first day of October, 1900, has been authorized by the vote of the stockholders of said corporation at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful and consistent with the public interests, and that an issue of bonds to the amount of \$500,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered bonds by the Fitchburg Railroad Company to an amount not exceeding \$500,000, at par value, to be dated October 1, 1900, and to be payable twenty years from said date, with interest at the rate of $3\frac{1}{2}$ per cent per annum, the proceeds of said bonds to be applied only to the payment and refunding of the 5 per cent bonds of the Fitchburg Railroad Company falling due on said first day of October, 1900.

Any excess of such proceeds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements in and additions to the property of the company.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

SEPTEMBER 28, 1900.

Boston & Lowell Railroad Corporation — Issue of Bonds.

In the matter of the petition of the Boston & Lowell Railroad Corporation for the approval by the Board of an issue of bonds to the amount of \$319,000, —

It appearing, after public hearing and such further investigation as was deemed requisite, that an issue of bonds to the amount of \$319,000 has been duly authorized by the vote of the stockholders of said corporation; that the purposes for which it is proposed to issue said bonds are lawful and consistent with the public interests, and that an issue of bonds to the amount of \$319,000 at par value is reasonably requisite for the purposes for which such issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered bonds of the Boston & Lowell Railroad Corporation to an amount not exceeding at par value \$319,000, said bonds to be dated January 1, 1901, and to be payable in twenty years from date, with interest at the rate of $3\frac{1}{2}$ per cent per annum, the proceeds of said bonds to be applied only to the payment and funding of an indebtedness of said corporation represented in a note for \$100,000, to become due July 2, 1901, and to the payment of certain indebtedness incurred during the four years ending June 30, 1900, for permanent additions to and improvements upon the property of the Boston & Lowell Railroad Corporation, made pursuant to its lease to the Boston & Maine Railroad, dated June 22, 1887.

Any excess in the proceeds of said bonds over the amounts necessary for the purposes above named shall be applied to the payment for permanent improvements and additions to the property of the Boston & Lowell Railroad Corporation.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

DECEMBER 7, 1900.

Connecticut River Railroad Company — Increase of Capital Stock.

In the matter of the petition of the Connecticut River Railroad Company for the approval by the Board of an issue of capital stock to the amount of \$50,000, in addition to its present authorized capital of \$2,580,000, —

It appearing, after public notice and hearing and such further investigation as was deemed requisite, that an issue of additional capital stock to the amount of \$50,000 has been duly authorized by a vote of the stockholders; that the purpose of the proposed issue is lawful and consistent with the public interests, and that an increase in capital stock to the amount of \$50,000 at par value is reasonably requisite and necessary for the purpose for which the same is authorized, and to enable the petitioner to carry out said purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Connecticut River Railroad Company by an issue of additional shares of stock, not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of said stock to be applied only toward the payment and capitalization of indebtedness of said corporation incurred during the three years ending June 30, 1900, for permanent additions to and improvements upon its property, made pursuant to its lease to the Boston & Maine Railroad, dated January 1, 1893.

It further appearing that this proposed increase of capital stock does not exceed 4 per cent of the existing capital stock of said company, and that the directors of said company desire to dispose of said new shares by public auction, — it is

Ordered, That notice of the time and place of such sale be published in the Boston "Advertiser," the Boston "Transcript" and the Boston "Journal," in the manner provided in chapter 472, Acts of 1894.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 18, 1900.

Connecticut River Railroad Company — Issue of Bonds.

In the matter of the petition of the Connecticut River Railroad Company for the approval by the Board of an issue of bonds, —

It appearing, after public hearing and such further investigation as was deemed requisite, that an issue of bonds to the amount of \$290,000 has been duly authorized by the vote of the stockholders of said corporation; that the purpose for which it is proposed to issue said bonds is lawful and consistent with the public interests, and

that an issue of bonds to the amount of \$290,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered bonds by the Connecticut River Railroad Company to an amount not exceeding at par value \$290,000, said bonds to be payable twenty years from date, and to bear interest at the rate of $3\frac{1}{2}$ per cent per annum, the proceeds of said bonds to be applied only to the payment and funding of indebtedness of said corporation incurred for the three years ending June 30, 1900, for permanent additions to and improvements upon its property made pursuant to its lease to the Boston & Maine Railroad, dated January 1, 1893.

Any excess in the proceeds of said bonds above the par value thereof realized from premiums shall be applied to the payment of the necessary cost of permanent improvements upon and additions to the property of the Connecticut River Railroad Company.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 18, 1900.

RAILROAD CROSSINGS.

ABOLITION OF GRADE CROSSINGS WITH PUBLIC WAYS.

Change of Grade of Central Massachusetts Railroad in Hadley.

In the matter of the abolition of the grade crossing of a public way in the town of Hadley, known as "Flaherty's Crossing," and the Central Massachusetts Railroad, now leased to and operated by the Boston & Maine Railroad, as determined by the special commission appointed by the Superior Court, on the petition of the selectmen of said Hadley, —

It appearing that said special commission has determined that a change of grade of said Central Massachusetts Railroad is necessary for the convenience and security of the public, as set forth in its report, and application having been made for the consent of this Board to said change of grade under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest having declared that they do not desire to be heard in the premises, — it is

Ordered, That the consent of the Board, under the provisions of chapter 312 of the Acts of 1892, is hereby given for a change of grade of said Central Massachusetts Railroad in the town of Hadley, in the manner and to the extent set forth in the report of said special commission and the plan accompanying the same.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 22, 1900.

Change of Grade of Boston & Maine Railroad in Malden.

In the matter of the abolition of certain grade crossings of public ways in the city of Malden and the Boston & Maine Railroad, as determined by the special commission appointed by the Superior Court to consider the abolition of said crossings, —

It appearing that said commission has determined that a change of grade of the said Boston & Maine Railroad is necessary for the convenience and security of the public as set forth in its report, and application having been made for the consent of this Board to said change of grade under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest having consented to said

change, or declared that they do not desire to be heard in the premises, — it is

Ordered, That the consent of the Board, under the provisions of chapter 312 of the Acts of 1892, is hereby given for a change of grade of the Boston & Maine Railroad in the city of Malden, in the manner and to the extent set forth in the report of said special commission and the plan accompanying the same.

Attest :

WM. A. CRAFTS,

Clerk.

AUGUST 7, 1900.

Change of Grade of Boston & Albany Railroad in Southborough.

In the matter of the abolition of certain grade crossings of the Boston & Albany Railroad and public ways in the town of Southborough, to wit, the way known as the New Hopkinton Road, the way known as the Old Hopkinton Road, and the way leading from Southborough through the village of Southville to Hopkinton, and a grade crossing of a private way west of the present Cordaville passenger station, —

It appearing that said special commission has determined that a change of grade of said Boston & Albany Railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of the Board to said change of grade under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest having consented to the same and do not desire to be heard, — it is

Ordered, That the Board, under the provisions of chapter 312 of the Acts of 1892, consents to the change of grade of the Boston & Albany Railroad in the town of Southborough, in the manner and to the extent set forth in the report of said special commission and plan accompanying the same.

Attest :

WM. A. CRAFTS,

Clerk.

SEPTEMBER 20, 1900.

Change of Grade of Old Colony Railroad in Marshfield.

In the matter of the abolition of the grade crossings of Webster and Parsonage streets in the town of Marshfield and the Old Colony Railroad, as determined by the special commission appointed by the Superior Court, on the petition of the directors of said company, —

It appearing that said special commission has determined that a change of grade of said Old Colony Railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of this Board to said change of grade under the provisions of chapter 312 of the Acts of 1892, and

the several parties in interest having declared that they do not desire to be heard in the premises, — it is

Ordered, That the Board, under the provisions of chapter 312 of the Acts of 1892, consents to a change of grade of said Old Colony Railroad in the town of Marshfield, in the manner and to the extent set forth in the report of said special commission and plan accompanying the same.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 2, 1900.

COST OF ABOLISHING GRADE CROSSINGS.

Boston & Albany Railroad with Public Ways in Westfield.

In the matter of the abolition of two grade crossings of public ways in the town of Westfield with the Boston & Albany Railroad, known respectively as Coburn's Crossing and Morse's Crossing, as determined by the special commission appointed by the Superior Court, on the petition of the directors of the Boston & Albany Railroad Company, an estimate of the total cost of the abolition of said crossings having been submitted and duly considered, —

The Board hereby certify that in their judgment the expenditure on the part of the Commonwealth under this and similar certificates, previously issued agreeably to section 11 of chapter 428 of the Acts of 1890, will not exceed the limit prescribed by said act, as amended by chapter 439 of the Acts of 1896. (Estimated cost, \$10,650.)

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 23, 1900.

Similar certificates have been granted as follows: —

February 3, 1900, Boston & Albany Railroad, with Huntington Road in Chester. Estimated cost, \$11,000.

April 11, 1900, Ware River and Central Massachusetts railroads, with Maple and East streets and Gilbertville Road in Ware. Estimated cost, \$50,000.

June 19, 1900, Central Massachusetts Railroad, with Flaherty's Crossing in Hadley. Estimated cost, \$19,500.

June 20, 1900, Connecticut River Railroad, with Lyman's Crossing in Northampton. Estimated cost, \$33,500.

June 30, 1900, Boston & Maine Railroad, with Medford, Adams and Charles streets in Malden. Estimated cost, \$22,840.

July 12, 1900, Connecticut River Railroad, with Hatfield Road in Northampton. Estimated cost, \$24,000.

August 11, 1900, Boston & Albany Railroad, with Bullard's Crossing, Church Street Crossing and Pierce's or Bottum's Crossing in Hinsdale. Estimated cost, \$39,000.

September 20, 1900, Boston & Albany Railroad, with public ways in Southborough. Estimated cost, \$45,000.

November 2, 1900, Old Colony Railroad, with Webster and Parsonage streets in Marshfield. Estimated cost, \$19,000.

ALTERATION OF CROSSINGS WITH HIGHWAYS.

Boston & Albany Railroad with Red Bridge Road in Ludlow.

On the petition of the Boston & Albany Railroad Company for the consent of the Board to a grade crossing of the Athol branch of its road over a highway in the town of Ludlow known as the Red Bridge Road, —

It appearing that said crossing is designed to take the place of an existing crossing and is rendered necessary by the change of location of the Athol branch of said railroad, which has been authorized by the Board by their order of this date, and that the county commissioners of Hampden County have adjudged that public necessity requires said crossing at grade, —

Ordered, That the consent of the Board be hereby given to said crossing of the Red Bridge Road, in the town of Ludlow, by said Athol branch, at the same level therewith.

Attest :

WM. A. CRAFTS,

Clerk.

MAY 29, 1900.

GRADE CROSSINGS BY RAILROAD TRACKS FOR PRIVATE USE.

On Petition of the Boston Tunnel Construction Company, across Webster Street, in East Boston.

In the matter of the petition of the Boston Tunnel Construction Company for the consent of the Board to the construction and operation of a railroad for private use in the transportation of freight and material across Webster Street, east of Lewis Street, in that part of the city of Boston known as East Boston, at a level therewith, —

It appearing, after public notice and hearing, that the board of aldermen of said city have given their consent thereto, by their order dated October 1, 1900, and no one appearing to object or show cause against the same, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioners of a railroad track for the use afore-

said, to be operated by steam power, across and at the level with said Webster Street, in the city of Boston, as shown upon a plan marked "Proposed Track across Webster St., East Boston," dated September 4, 1900, upon file in this office with the petition: *provided*, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing; and that no engine, car or train shall cross said street at a greater speed than four miles an hour.

The right of the petitioners to construct and maintain a railroad track across said Webster Street shall cease on the first day of January, 1904, unless the further consent of the Board or lawful authority therefor shall have been first duly obtained.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 2, 1900. _____

GRADE CROSSINGS AND ABOLITION THEREOF.

The total number of grade crossings of railroads and public ways, as reported by the several railroad companies, was 2,022, being 30 less than the number reported the previous year. Twenty grade crossings have been abolished, and the remainder of the reduction is due to changes in the reports of the companies, presumably corrections. The number of crossings eliminated since the passage of the act of 1890 to promote the abolition of grade crossings is 212, most of which have been abolished under the provisions of that act or special acts of like purpose for certain roads. The following table shows the present condition of the grade crossing elimination:—

Grade Crossings of Railroads with Public Ways and Progress in the Abolition thereof.

RAILROADS.*	Total Grade Cross- ings.	PROTECTED BY			Total Protected.	Unprotected.	Abolished during the last Year.	In Process of Abolition.	Petition Pending.
		Gates.	Flagmen.	Electric Signals.					
Boston & Albany,	226	50	20	1	71	155	7	4	36
Boston & Maine,	593	236	169	17	422	171	9	12	17
Boston, Revere Beach & Lynn,†	11	6	5	—	11	—	—	—	—
Cape Ann Granite,	2	1	1	—	2	—	—	—	—
Fitchburg,	223	68	40	8	116	107	1	3	2
Grafton & Upton,	30	—	3	—	3	27	—	—	—
Hoosac Tunnel & Wilmington,†	—	—	—	—	—	—	—	—	—
Nantucket Central,†	4	—	4	—	4	—	—	—	—
New London Northern,	52	—	6	—	6	46	—	—	—
New York, New Haven & Hartford,	881	201	203	96	500	381	3	13	75
Totals,	2,022	562	451	122	1,135	887	20	32	130

* Including leased and operated lines.

† A narrow-gauge railroad.

HEATING OF PASSENGER CARS.

On Cars of the United States Fish Commission.

On the application of the superintendent of car and messenger service of the United States Fish Commission, — it is

Ordered, That the specially furnished cars of the United States Fish Commission, when en route on passenger trains over railroads within this Commonwealth, be, and the same are, hereby exempted from the requirements of chapter 249 of the Acts of 1891, in relation to heating.

Attest :

WM. A. CRAFTS,

Clerk.

FEBRUARY 26, 1900.

On the New York, New Haven & Hartford Railroad.

On the application of the New York, New Haven & Hartford Railroad Company for exemption from the requirements of law relating to heating its passenger cars on certain trains, —

It appearing that such exemption on mixed trains is necessary and reasonable, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby exempted from the requirements of chapter 249 of the Acts of 1891 in relation to heating passenger cars, so far as concerns the passenger cars in the following mixed trains : —

Train 3697, leaving Harwich at 10.45 A.M. ; arriving at Chatham at 11.08 A.M.

Train 6396, leaving Chatham at 3.15 P.M. ; arriving at Harwich at 3.42 P.M.

Provided, that said cars are heated by a Baker or Johnson heater.

Attest :

WM. A. CRAFTS,

Clerk.

NOVEMBER 15, 1900.

SUNDAY TRAINS AND STEAMBOATS.

Regular Sunday Trains on the Boston & Albany Railroad.

On the application of the general manager of the Boston & Albany Railroad Company, — it is

* *Ordered*, That the Board authorize the running by the Boston & Albany Railroad Company on the Lord's day, during the year 1900, of the regular trains specified in the schedule, dated January 19, 1900, on file with the petition in the office of the Board, but upon the following express conditions, viz. : —

1. That no one of said trains shall be run in whole or in part as a special or excursion train.

2. That the fares charged or collected on said trains shall in no case be less than the fares charged on regular week-day trains between the same stations or points on the lines of said railroad, including any connecting steamboat lines.

Ordered, That the Board authorize the running by the said Boston & Albany Railroad Company on the Lord's day, during the year 1900, of such freight trains as are necessary for moving live stock, or for forwarding perishable property received from connecting railroads.

Ordered, That all votes or orders heretofore passed by the Board authorizing the running of trains on the Lord's day on any of the lines of the said Boston & Albany Railroad are hereby revoked.

Attest :

WM. A. CRAFTS,

Clerk.

JANUARY 26, 1900.

By similar orders, schedules of regular Sunday trains, deemed by the Board to be necessary for the public accommodation, have been authorized on the Boston & Maine Railroad, the Boston, Revere Beach & Lynn Railroad, the Fitchburg Railroad and the New York, New Haven & Hartford Railroad.

Special Sunday Train for Brotherhood of Railroad Trainmen.

On the application of the Bay State Lodge, No. 88, of the Brotherhood of Railroad Trainmen, of Worcester, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby authorized to run a special train from Worcester to

Providence and return on Sunday, July 29, 1900, for the use of the aforesaid lodge, and not as a public excursion train. Said train is authorized for the reason that it is for the benefit of the relief fund of the lodge, and that the members cannot unite in such excursion on any day but Sunday.

Attest :

WM. A. CRAFTS,
Clerk.

MAY 16, 1900.

Special Sunday Train for Saint Michael Autonomic Beneficent Association.

On the application of Anthony George, a committee of the Saint Michael Autonomic Beneficent Association, incorporated, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby authorized to run a special train between Boston and Fall River, on Sunday, May 27, 1900, for the exclusive use of the Saint Michael Autonomic Beneficent Association, and their families, for the purpose of attending their annual religious meeting: *provided, however*, that said train shall not be run as a public excursion train.

Attest :

WM. A. CRAFTS,
Clerk.

MAY 23, 1900.

A number of other special Sunday trains have been authorized by the Board, in the course of last year, for what were deemed to be good and exceptional reasons.

Sunday Steamboats — Providence, Fall River & Newport Steamboat Company.

In the matter of the petition of the Providence, Fall River & Newport Steamboat Company for authority to run steamboats on the Lord's day between the city of Fall River, in this State, and the city of Newport, Narragansett Pier and Block Island, all in the State of Rhode Island, —

It appearing to the Board, upon due consideration, that the public necessity, convenience, health and welfare may reasonably require such authority to be given, under proper regulations and restrictions, — it is

Ordered, That authority be, and the same is hereby, given to the Providence, Fall River & Newport Steamboat Company to run, during the year 1900, one steamboat in the forenoon from Fall River to Newport, thence continuing to Block Island or connecting at Newport with another regular steamboat run by said company from Newport to Block Island; and also to run one steamboat in the afternoon from

Block Island to Newport, thence continuing to Fall River or connecting at Newport with the first-mentioned steamboat on its return trip from Newport to Fall River, upon the following conditions: —

1. Said boats shall not touch nor receive or discharge passengers at any intermediate point between Fall River and Block Island, excepting Newport and Narragansett Pier, either going or returning.

2. Said boats shall be run during such portion of the year only as regular week-day boats are run on the route aforesaid.

3. The fares and ticket rates charged or collected for transportation on said boats shall in no case be less than the regular week-day fares and rates charged or collected by said company for transportation between the same points on said route.

4. No spirituous or malt or other intoxicating liquor shall be sold or furnished by said company, or shall be allowed to be sold or furnished by any person, on said boats or on any grounds or premises owned or controlled by said company at which said boats land or touch; and no gaming or other unlawful sport shall be permitted thereon.

5. No person who is under the influence of liquor, or who is noisy, disorderly, profane or indecent in language or behavior, shall be allowed to ride on said boats; and no offensive conduct of any kind shall be permitted thereon.

6. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

MARCH 8, 1900.

Special Sunday Steamboat for Monte Pio Luso Americano.

On the petition of the Monte Pio Luso Americano, a religious and beneficial Portuguese society of New Bedford, — it is

Ordered, That the New Bedford, Martha's Vineyard & Nantucket Steamboat Company is hereby authorized to run a steamboat from New Bedford to Cottage City and return, on Sunday, August 5, for the exclusive accommodation of the Monte Pio Luso Americano, their priests and friends, to participate in exercises on the anniversary of the founding of the Portuguese Church in that place; but not as a public excursion boat.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 17, 1900.

MISCELLANEOUS RAILROAD MATTERS.

WHISTLING OF LOCOMOTIVES.

Prohibition of Whistling on Boston & Maine Railroad, in Manchester.

On the petition of certain residents of Manchester, after public notice and hearing, at which the representatives of the Boston & Maine Railroad appeared and were heard, — it is

Ordered, That the whistling of locomotives on the Eastern Division of said Boston & Maine Railroad as a signal for the crossing of Beach Street, in the town of Manchester (said crossing being protected by gates), is hereby prohibited on all east-bound trains: *provided, however*, that the whistle shall be sounded for said crossing if when the engineer comes within view of the same he is unable to see that the gates are closed or closing or that a flag or lantern is displayed, or if for any reason he deems there is special occasion for whistling. This order shall remain in force until otherwise ordered by the Board.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 24, 1900.

Prohibition of Whistling on Boston & Maine Railroad, in North Beverly.

On the petition of William Stopford and others, residents of North Beverly, after notice and a public hearing at which the Boston & Maine Railroad was represented, — it is

Ordered, That the whistling of locomotives on the Boston & Maine Railroad as a signal for the crossing at Dodge Street, in North Beverly, said crossing being protected day and night by gates, is hereby prohibited: *provided, however*, that the whistle shall be sounded for said crossing if when the engineer comes within view of the same he is unable to see that the gates are closed or closing or that a flag or lantern is displayed, or if for any reason he deems that there is special occasion for whistling. This decree shall remain in force until otherwise ordered.

Attest:

WM. A. CRAFTS,
Clerk.

NOVEMBER 15, 1900.

Prohibition of Whistling on Boston & Maine Railroad, in Hudson.

On the petition of citizens of Hudson, after notice and a public hearing, at which the Boston & Maine Railroad appeared and was heard, — it is

Ordered, That the whistling of locomotives, as a crossing signal, on the Boston & Maine Railroad on all outward or west-bound trains approaching Central Street, in the town of Hudson, and on all inward or east-bound trains approaching Warner and Lincoln streets, in said town of Hudson, is hereby prohibited: *provided, however*, that the whistle shall be sounded for the crossings of said streets if when the engineer comes in view of the same he is unable to see that the gates are closed or closing or that a flag or lantern is displayed, or if for any reason he deems that there is special occasion for whistling. This order shall remain in force until changed or revoked by the Board.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 18, 1900.

SAFETY APPLIANCES.

Extension of Time on Boston & Albany Railroad.

In the matter of the petition of the Boston & Albany Railroad Company for an extension of time for complying with the provisions of law relating to equipment of locomotives and cars with safety appliances, —

It appearing, after public notice and hearing, that said company has complied with all of the provisions of law so far as the equipment of its own locomotives and cars is concerned, but that it will be necessary for said company in the proper conduct of its business to haul within the limits of this Commonwealth a large number of cars received from other railroad companies which are not so equipped, and that the time for the equipment of such other cars, under the provisions of an act of Congress approved March 2, 1893, has been extended to August 1, 1900, — it is

Ordered, That the period within which the said Boston & Albany Railroad Company may lawfully run within this Commonwealth any train that is made up in whole or in part of cars received from other railroad companies, and that has not in it a sufficient number of cars equipped with power or train brakes to comply with the requirements of section 1, chapter 362, Acts of 1895, as well as the period within which said company may lawfully haul or permit to be hauled or used on its lines in moving traffic any car which is not equipped with coup-

lers as required by section 2 of said act, be, and it is hereby, extended from January 1, 1900, to August 1, 1900.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 29, 1900.

Extension of Time on Boston & Maine Railroad.

In the matter of the petition of the Boston & Maine Railroad for an extension of time for complying with the provisions of law relating to equipment of locomotives and cars with safety appliances, —

It appearing, after public notice and hearing, that said company has complied with all of the provisions of law so far as the equipment of its own locomotives and cars is concerned, but that it will be necessary for said company in the proper conduct of its business to haul within the limits of this Commonwealth a large number of cars received from other railroad companies which are not so equipped, and that the time for the equipment of such other cars, under the provisions of an act of Congress approved March 2, 1893, has been extended to August 1, 1900, — it is

Ordered, That the period within which the said Boston & Maine Railroad Company may lawfully run within this Commonwealth any train that is made up in whole or in part of cars received from other railroad companies, and that has not in it a sufficient number of cars equipped with power or train brakes to comply with the requirements of section 1, chapter 362, Acts of 1895, as well as the period within which said company may lawfully haul or permit to be hauled or used on its lines in moving traffic any car which is not equipped with couplers as required by section 2 of said act, be, and it is hereby, extended from January 1, 1900, to August 1, 1900.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 29, 1900.

Extension of Time on Fitchburg Railroad.

In the matter of the petition of the Fitchburg Railroad Company for an extension of time for complying with the provisions of law relating to equipment of locomotives and cars with safety appliances, —

It appearing, after public notice and hearing, that said company has complied with all of the provisions of law so far as the equipment of its own locomotives and cars is concerned, but that it will be necessary for said company in the proper conduct of its business to haul within the limits of this Commonwealth a large number of cars received from other railroad companies which are not so equipped, and that the time for the equipment of such other cars, under the pro-

visions of an act of Congress approved March 2, 1893, has been extended to August 1, 1900, — it is

Ordered, That the period within which the said Fitchburg Railroad Company may lawfully run within this Commonwealth any train that is made up in whole or in part of cars received from other railroad companies, and that has not in it a sufficient number of cars equipped with power or train brakes to comply with the requirements of section 1, chapter 362, Acts of 1895, as well as the period within which said company may lawfully haul or permit to be hauled or used on its lines in moving traffic any car which is not equipped with couplers as required by section 2, of said act, be, and it is hereby, extended from January 1, 1900, to August 1, 1900.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 29, 1900.

Extension of Time on New York, New Haven & Hartford Railroad.

In the matter of the petition of the New York, New Haven & Hartford Railroad Company for an extension of time for complying with the provisions of law relating to equipment of locomotives and cars with safety appliances, —

It appearing, after public notice and hearing, that said company has complied with all of the provisions of law so far as the equipment of locomotives and cars is concerned, except in the case of certain freight cars of which it took possession as a part of the leased property of the New England Railroad Company, and that it will be necessary for said company in the proper conduct of its business to haul within the limits of this Commonwealth a large number of cars received from other railroad companies which are not so equipped, and that the time for equipment of such other cars, under the provisions of an act of Congress approved March 2, 1893, has been extended to August 1, 1900, — it is

Ordered, That the period within which the said New York, New Haven & Hartford Railroad Company may lawfully run within this Commonwealth any train that is made up in whole or in part of cars received from other railroad companies or of the above-named freight cars, and that has not in it a sufficient number of cars equipped with power or train brakes to comply with the requirements of section 1, chapter 362, Acts of 1895, as well as the period within which said company may lawfully haul or permit to be hauled or used on its lines in moving traffic any car which is not equipped with couplers as required by section 2 of said act, be, and it is hereby, extended from January 1, 1900, to August 1, 1900.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 29, 1900.

PLATFORM GATES — NEW YORK, NEW HAVEN & HARTFORD
RAILROAD.

Upon the application of the New York, New Haven & Hartford Railroad Company for the approval by the Board of platform gates for use upon drawing room, sleeping or other passenger cars, and upon baggage, mail and express cars, — it is

Ordered, That devices conforming to the pattern represented upon drawings on file in this office and marked "D 341" be hereby approved as platform gates within the meaning of chapter 223, Acts of 1900.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 5, 1900.

PLATFORM GATES — BOSTON, REVERE BEACH & LYNN RAILROAD.

Upon the application of the Boston, Revere Beach & Lynn Railroad Company for approval of platform gates on the passenger, mail and express cars of said company, — it is

Ordered, That gates conforming to the design represented in the blue print submitted by the company and shown in a diagram of an appliance known as the "Woods Patent Car Gate," on file in the office of the Board, are hereby approved as platform gates within the meaning of chapter 223, Acts of 1900.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 19, 1900.

PLATFORM GATES — BOSTON & ALBANY RAILROAD.

Upon the application of the Boston & Albany Railroad Company for the approval by the Board of platform gates for use upon drawing room, sleeping or other passenger cars, and upon baggage, mail and express cars, — it is

Ordered, That devices conforming to the pattern represented upon drawings on file in this office and marked "D 340" be hereby approved as platform gates within the meaning of chapter 223, Acts of 1900.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 22, 1900.

DESIGNATION OF MEMBER OF BOARD FOR APPOINTMENT ON SPECIAL
COMMISSION FOR ALTERATION OF GRADE CROSSING IN WILMING-
TON.

In the matter of an alteration of a grade crossing of a public way in Wilmington and the Boston & Maine Railroad, under sections 131 and 132, Public Statutes, the Board designated Hersey B. Goodwin for appointment by the Superior Court on a special commission to determine the questions named in said sections.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 30, 1900.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD — LOCATION OF
BRIDGE GUARD IN BOSTON.

In the matter of the request of the New York, New Haven & Hartford Railroad Company for the approval by the Board of a proposed bridge guard designed to protect the north side of the Summer Street bridge, erected to do away with the grade crossing at Congress Street, in the city of Boston, after consideration of the reasons existing for making an exception to the ordinary rule requiring such guards to be placed at a distance not more than one hundred feet from the bridge, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the erection of a bridge guard at the above-named place, at a distance not to exceed at any point one hundred and thirty feet from said bridge, and as proposed in accordance with plan "D 336," on file in this office.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 30, 1900.

CHANGE OF LOCATION OF BOSTON & ALBANY RAILROAD IN LUDLOW,
PALMER AND BELCHERTOWN.

On the petition of the Boston & Albany Railroad Company for approval by the Board of a change of location of the Athol Branch of its railroad in the towns of Ludlow, Palmer and Belchertown, for the purpose of improving the alignment of the road, after public notice and hearing, — it is

Ordered, That the Board hereby approve the change of location of the Athol Branch of the Boston & Albany Railroad Company in the

towns of Ludlow, Palmer and Belchertown, as shown on the plans submitted to the Board and agreed to by the selectmen of said towns, severally, as appears by their several certificates.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 28, 1900.

BOSTON, REVERE BEACH & LYNN RAILROAD — FARES ON FERRY.

In the matter of the request of the Common Council of the city of Boston that the Board afford citizens of East Boston an opportunity to be heard in protest to the fare charged by the Boston, Revere Beach & Lynn Railroad for its ferry carriage, a hearing was given upon the question of the jurisdiction of the Board over the subject matter of the petition, at which the Boston, Revere Beach & Lynn Railroad Company was represented by its president, Melvin O. Adams, Esq., and the city of Boston by corporation counsel, Andrew J. Bailey, Esq. It was urged on the part of the railroad corporation that the fares charged upon the ferry operated by it in connection with its railroad for the carriage of persons not using or in any way served by the railroad proper, which has its terminus at East Boston, were not subject to the control of the Board. As the counsel for the city seemed to assent to this proposition, and preferred no request for further hearing upon the merits of the case, — it is

Ordered, That the petition be placed on file, to be taken up at any time at the request of either party.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 22, 1900.

BOSTON, REVERE BEACH & LYNN RAILROAD — FARES ON FERRY.

In the matter of the request of the Common Council of the city of Boston that the Board afford citizens of East Boston an opportunity to be heard in protest to the fare charged by the Boston, Revere Beach & Lynn Railroad Company for its ferry carriage, the following ruling is made upon the question of the jurisdiction of the Board, which question was the subject of a recent hearing and argument by counsel: —

In the opinion of the Board, the jurisdiction conferred upon it under the statutes of the Commonwealth, in relation to rates of fare charged upon railroads, would extend to such rates of fare as are charged upon a ferry owned by a railroad corporation and so oper-

ated by it in connection with its railroad system that the fares collected for ferriage form a part of the compensation received for railroad service.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 25, 1900.

A certificate of compliance with the requirements of the general law (Pub. Sts. c. 112, §§ 225-227) preliminary to the incorporation of railroad companies "to construct and operate a railroad or railroad and telegraph in any foreign country," was granted for the Durango & El Salto Railroad Company, to construct and operate a railroad in Mexico, February 14, 1900.

[D.]

TABULATED STATEMENTS OF RAILROAD ACCIDENTS.

TRAIN ACCIDENTS.

Tabulated Statement of Railroad Train Accidents reported to the Board during the Year ending June 30, 1900.

DESCRIPTION OF ACCIDENTS.	Number of Accidents.	PAS-SENGERS.		EMPLOYEES.		OTHER PERSONS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Collisions :</i>									
Head,	2	-	3	-	4	-	-	-	7
Rear,	7	-	127	1	12	-	-	1	139
Crossing,	-	-	-	-	-	-	-	-	-
In yards,	2	-	-	-	2	-	-	-	2
Total Collisions,* . . .	11	-	130	1	18	-	-	1	148
<i>Derailments :</i>									
Passenger trains, . . .	2	-	3	-	1	-	-	-	4
Freight trains,	4	-	-	1	6	-	-	1	6
In yards,	6	-	-	-	5	1	1	1	6
Total Derailments,† . .	12	-	3	1	12	1	1	2	16
Total Train Accidents, .	23	-	133	2	30	1	1	3	164

* Not including collisions of parts of separated trains, causing no personal injury.

† Not including derailments resulting in no injury to persons, nor derailments of parts of trains in freight yards.

TABULATED STATEMENT OF RAILROAD ACCIDENTS REPORTED DURING THE YEAR ENDING JUNE 30, 1900.

RAILROADS.	GENERAL SUMMARY OF ACCIDENTS.								TO PASSENGERS.				
	Total Number of In- juries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	FROM CAUSES BEYOND THEIR OWN CONTROL.		BY THEIR OWN FAULT OR WANT OF CARE.	
										Killed.	Injured.	Killed.	Injured.
Boston & Albany,	214	11	133	10	60	202	12	40	174	-	6	-	5
Boston & Maine,	189	4	119	19	47	185	4	64	125	-	-	1	3
Boston, Revere Beach & Lynn,	2	-	-	-	2	2	-	2	-	-	-	-	-
Fitchburg,	192	8	129	21	34	191	1	35	157	-	4	-	4
New London Northern,*	-	-	-	-	-	-	-	-	-	-	-	-	-
New York, New Haven & Hartford,	325	69	147	29	80	311	14	77	248	-	56	3	10
Boston Terminal Co.,	4	1	1	-	2	4	-	3	1	-	-	-	1
All other companies,	1	-	1	-	-	1	-	-	1	-	-	-	-
Totals,	927	93	530	79	225	896	31	221	706	-	66	4	23

* No report of accidents on this road were made at time when they occurred. Nine accidents were reported in annual return.

Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1900 — Continued.

RAILROADS.	TO EMPLOYEES.													
	To Trainmen.	To Other Employees.	IN COUPLING AND UNCOUPLING CARS.		BY OVERHEAD BRIDGES.		BY TRAIN ACCIDENTS.*		BY FALLING FROM TRAINS AND ENGINES.		FROM OTHER CAUSES.†		Total Killed.	Total Injured.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				
Boston & Albany,	113	20	1	19	—	10	—	18	3	23	6	53	10	123
Boston & Maine,	104	15	2	88	2	—	—	2	3	6	9	7	16	103
Boston, Revere Beach & Lynn, .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fitchburg,	118	11	1	19	—	2	1	20	—	25	9	52	11	118
New London Northern,	—	—	—	—	—	—	—	—	—	—	—	—	—	—
N. Y., New Haven & Hartford, .	108	39	—	38	1	7	2	12	3	26	7	51	13	134
Boston Terminal Co.,	1	—	—	—	—	—	—	—	—	—	1	—	1	—
All other companies,	1	—	—	1	—	—	—	—	—	—	—	—	—	1
Totals,	445	85	4	165	3	19	3	52	9	80	32	163	51	479

* Including engine and car accidents.

† Chiefly to men in freight yards, or to trackmen, while crossing or standing too near the tracks. Some of the casualties, though happening to employees, were not peculiar to the operation of railroads.

Tabulated Statement of Railroad Accidents reported during the Year ending June 30, 1900 — Concluded.

RAILROADS.	AT GRADE CROSSINGS.				AT STATIONS.		TO TRESPASSERS.				
	WITH GATES OR FLAGS.		WITHOUT GATES OR FLAGS.		Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
	Killed.	Injured.	Killed.	Injured.							
Boston & Albany,	—	1	2	2	—	5	37	23	28	32	—
Boston & Maine,	6	4	3	1	5	—	36	11	33	14	—
Boston, Revere Beach & Lynn,	—	—	—	—	—	—	1	1	2	—	—
Fitchburg,	3	6	1	9	—	2	30	4	20	14	1
New London Northern,	—	—	—	—	—	—	—	—	—	—	—
N. Y., New Haven & Hartford,	2	3	6	5	2	11	64	16	51	29	3
Boston Terminal Co.,	—	—	—	—	—	—	2	—	2	—	—
All other companies,	—	—	—	—	—	—	—	—	—	—	—
Totals,	11	14	12	17	7	18	170	55	136	89	4

SUMMARY OF RAILROAD ACCIDENTS REPORTED DURING THE LAST TEN YEARS.

YEARS.	GENERAL SUMMARY OF ACCIDENTS.										TO PASSENGERS.		TO EMPLOYERS.		
	Total Number of Injuries to Persons.	To Passengers.	To Employees.	At Grade Crossings and Stations.	To Trespassers.	To Adults.	To Children.	Fatal Injuries.	Injuries not Fatal.	From Causes beyond their Own Control.	By their Own Fault or Want of Care.	Killed.	Injured.	To Trainmen.	To Other Employees.
1891,	826	134	408	84	200	784	42	269	557	74	60	39	95	336	72
1892,	1,100	156	624	91	229	1,056	44	267	833	68	88	16	140	529	95
1893,	1,451	182	924	99	246	1,417	34	353	1,098	76	106	25	157	832	92
1894,	1,114	146	600	83	285	1,064	50	232	882	66	80	18	128	480	120
1895,	981	48	600	81	252	951	30	248	733	5	43	5	43	483	117
1896,	1,025	89	578	74	284	1,002	23	274	751	37	52	10	79	439	139
1897,	919	63	537	75	244	892	27	248	671	24	39	1	62	415	122
1898,	1,077	148	584	83	262	1,051	26	228	849	83	65	6	142	430	154
1899,	1,072	205	590	76	201	1,037	35	212	860	152	53	10	195	505	85
1900,	927	93	530	79	225	896	31	221	706	66	27	4	89	445	85
Totals,	10,492	1,264	5,975	825	2,428	10,150	342	2,552	7,940	651	613	134	1,130	4,894	1,081
Averages,	1,049	126	598	83	243	1,015	34	255	794	65	61	13	113	489	108

Summary of Railroad Accidents reported during the Last Ten Years — Concluded.

YEARS.	TO EMPLOYEES — Concluded.										AT GRADE CROSSINGS.					AT STATIONS.		TO TRESPASSERS.				
	In Coupling and Uncoupling Cars.	By Overhead Bridges.	By Train Accidents.*	By Falling from Trains and Engines.	From Other Causes.	Total Killed.	Total Injured.	With Gates or Flags.	Without Gates or Flags.	Killed.	Injured.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Unlawfully on Track.	Unlawfully on Cars.	Killed.	Injured.	Suicides.
1891, . . .	194	19	27	69	99	67	341	21	51	24	48	9	3	166	34	129	71	166	34	129	71	4
1892, . . .	307	31	27	104	155	84	540	24	47	32	39	8	12	177	52	127	102	177	52	127	102	2
1893, . . .	412	44	40	185	243	110	814	32	44	36	40	10	13	190	56	141	105	190	56	141	105	9
1894, . . .	257	17	76	101	149	53	547	24	41	19	46	6	12	217	68	136	149	217	68	136	149	4
1895, . . .	256	22	66	107	149	67	533	30	41	26	45	3	7	192	60	147	105	192	60	147	105	2
1896, . . .	233	28	58	85	174	74	504	26	33	31	28	7	8	223	61	152	132	223	61	152	132	—
1897, . . .	193	23	45	72	204	70	467	29	26	26	29	11	9	180	64	140	104	180	64	140	104	—
1898, . . .	237	15	58	130	144	49	535	37	21	21	37	7	18	196	66	145	117	196	66	145	117	3
1899, . . .	192	28	91	118	161	63	527	35	21	24	32	10	10	147	54	105	96	147	54	105	96	3
1900, . . .	169	22	55	89	195	51	479	25	29	23	31	7	18	170	55	136	89	170	55	136	89	4
Totals, . .	2,450	249	543	1,060	1,673	688	5,287	283	354	262	375	78	110	1,858	570	1,358	1,070	1,858	570	1,358	1,070	31
Averages, .	245	25	54	106	167	69	529	28	35	26	38	8	11	186	57	136	107	186	57	136	107	3

* Including engine and car accidents.

[E.]

ORDERS RELATING TO STREET RAILWAYS.

LEASES AND CONSOLIDATIONS.

CONSOLIDATION OF THE GLOUCESTER, ESSEX & BEVERLY WITH THE
GLOUCESTER STREET RAILWAY COMPANY, AND AN INCREASE OF
CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Gloucester Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Gloucester, Essex & Beverly Street Railway Company, with a view to the consolidation of the two companies under the name of the Gloucester Street Railway Company, —

It appearing after a public hearing, of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Gloucester Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Gloucester, Essex & Beverly Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Gloucester Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of

stock share for share, and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Gloucester Street Railway Company by the issue of additional shares, not exceeding 2,500 in number, amounting at the par value thereof to \$250,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Gloucester, Essex & Beverly Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest:

WM. A. CRAFTS,
Clerk.

JANUARY 17, 1900.

CONSOLIDATION OF THE ROCKPORT WITH THE GLOUCESTER STREET
RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY
THE LATTER COMPANY.

In the matter of the petition of the Gloucester Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Rockport Street Railway Company, with a view to the consolidation of the two companies under the name of the Gloucester Street Railway Company, —

It appearing, after a public hearing, of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Rockport Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Rockport Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Gloucester Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of

stock share for share, and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Gloucester Street Railway Company by the issue of additional shares, not exceeding 1,000 in number, amounting at the par value thereof to \$100,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Rockport Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 17, 1900.

CONSOLIDATION OF THE BROCKTON & EAST BRIDGEWATER WITH THE
BROCKTON STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Brockton & East Bridgewater Street Railway Company, with a view to the consolidation of the two companies under the name and corporate powers of the Brockton Street Railway Company, —

It appearing, after a public hearing, of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Brockton & East Bridgewater Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Brockton & East Bridgewater Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is provided for in the terms of said pur-

chase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Brockton Street Railway Company by the issue of additional shares, not exceeding 500 in number, amounting at the par value thereof to \$50,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Brockton & East Bridgewater Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest: WM. A. CRAFTS,

Clerk.

FEBRUARY 5, 1900.

CONSOLIDATION OF THE BOSTON, MILTON & BROCKTON WITH THE
BROCKTON STREET RAILWAY COMPANY, AND AN INCREASE OF
CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Boston, Milton & Brockton Street Railway Company, with a view to the consolidation of the two companies under the name and corporate powers of the Brockton Street Railway Company, —

It appearing, after a public hearing, of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Boston, Milton & Brockton Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Boston, Milton & Brockton Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Brockton Street Railway Company by the issue of additional shares, not exceeding 1,200 in number, amounting at the par value thereof to \$120,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Boston, Milton & Brockton Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest :

WM. A. CRAFTS,
Clerk.

FEBRUARY 5, 1900.

CONSOLIDATION OF THE BROCKTON, BRIDGEWATER & TAUNTON WITH
THE BROCKTON STREET RAILWAY COMPANY, AND AN INCREASE
OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Brockton, Bridgewater & Taunton Street Railway Company, with a view to the consolidation of the two companies under the name and corporate powers of the Brockton Street Railway Company, —

It appearing, after a public hearing, of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Brockton, Bridgewater & Taunton Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Brockton, Bridgewater & Taunton Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Brockton Street Railway Company by the issue of additional shares, not exceeding 2,250 in number, amounting at the par value thereof to \$225,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Brockton, Bridgewater & Taunton Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest :

WM. A. CRAFTS,

Clerk.

FEBRUARY 5, 1900.

CONSOLIDATION OF THE TAUNTON & BROCKTON WITH THE BROCKTON STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Taunton & Brockton Street Railway Company, with a view to the consolidation of the two companies under the name and corporate powers of the Brockton Street Railway Company, —

It appearing, after a public hearing, of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Taunton & Brockton Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Taunton & Brockton Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the con-

tracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Brockton Street Railway Company by the issue of additional shares, not exceeding 1,000 in number, amounting at the par value thereof to \$100,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Taunton & Brockton Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 5, 1900.

CONSOLIDATION OF THE GLOUCESTER WITH THE LYNN & BOSTON
RAILROAD COMPANY, AND AN INCREASE OF CAPITAL STOCK BY
THE LATTER COMPANY.

In the matter of the petition of the Lynn & Boston Railroad Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Gloucester Street Railway Company, with a view to the consolidation of the two companies under the name and corporate powers of the Lynn & Boston Railroad Company, —

It appearing, after a public hearing, of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Gloucester Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Gloucester Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting

companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of capital stock of the Lynn & Boston Railroad Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Lynn & Boston Railroad Company by the issue of additional shares, not exceeding 5,300 in number, amounting at the par value thereof to \$530,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Gloucester Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 28, 1900.

CONSOLIDATION OF THE WAKEFIELD & STONEHAM WITH THE LYNN & BOSTON RAILROAD COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Lynn & Boston Railroad Company for the approval by the Board, under the provisions of chapter 269, Acts of 1897, of the terms of the proposed purchase by the petitioner of the property and franchise of the Wakefield & Stoneham Street Railway Company, with a view to the consolidation of the two companies under the name and corporate powers of the Lynn & Boston Railroad Company, —

It appearing, after a public hearing, of which due notice was given by publication, that the railways of the said companies are connecting railways; that the terms of the purchase and sale provide that the property and franchise of the Wakefield & Stoneham Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Wakefield & Stoneham Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors

and stockholders of each of the contracting companies, that they involve no increase of the aggregate amount of the capital stock and the debt of the contracting companies, and that they are lawful and consistent with the public interest, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the terms of the contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Lynn & Boston Railroad Company is provided for in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is proper for the carrying out of the same, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Lynn & Boston Railroad Company by the issue of additional shares, not exceeding 4,750 in number, amounting at the par value thereof to \$475,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and upon the carrying out of the terms of the said contract for exchange share for share for the outstanding shares of the Wakefield & Stoneham Street Railway Company, the certificates of which last named shares shall upon such exchange be surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 28, 1900.

CONSOLIDATION OF THE DIGHTON, SOMERSET & SWANSEA WITH THE
GLOBE STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL
STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Globe Street Railway Company for the approval by the Board of the terms of the proposed purchase by the petitioner of the property and franchise of the Dighton, Somerset & Swansea Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Globe Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchise of the Dighton, Somerset & Swansea Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all the outstanding debts and obligations of the Dighton, Somerset & Swansea Street Railway Company; that these terms of purchase and sale have been duly agreed to

by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that the increase of the capital stock of the Globe Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to the increase of the capital stock of the Globe Street Railway Company by the issue of shares, not exceeding 1,750 in number, amounting at the par value thereof to \$175,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange share for share for the outstanding shares of the Dighton, Somerset & Swansea Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 20, 1900.

CONSOLIDATION OF THE NEW BEDFORD, MIDDLEBOROUGH & BROCKTON
WITH THE BROCKTON STREET RAILWAY COMPANY, AND AN INCREASE
OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the New Bedford, Middleborough & Brockton Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Brockton Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the New Bedford, Middleborough & Brockton Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the New Bedford, Middleborough & Brockton Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase

in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract for purchase and sale, a copy of which contract is on file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is contemplated in said terms of purchase and sale for the purpose of an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Brockton Street Railway Company by the issue of shares, not exceeding 3,500 in number, amounting at par value thereof to \$350,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of said contract and in the exchange share for share for the outstanding shares of the New Bedford, Middleborough & Brockton Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 10, 1900.

CONSOLIDATION OF THE QUINCY & BOSTON WITH THE BROCKTON STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Quincy & Boston Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Brockton Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Quincy & Boston Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Quincy & Boston Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock

and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract for purchase and sale, a copy of which contract is on file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is contemplated in said terms of purchase and sale for the purpose of an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Brockton Street Railway Company by the issue of shares, not exceeding 7,674 in number, amounting at par value thereof to \$767,400, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of said contract and in the exchange share for share for the outstanding shares of the Quincy & Boston Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 10, 1900.

APPROVAL OF LEASE OF THE AMESBURY & HAMPTON TO THE EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY (OF NEW HAMPSHIRE).

In the matter of the joint petition of the Amesbury & Hampton Street Railway Company, a street railway corporation incorporated under the laws of the Commonwealth of Massachusetts, and of the Exeter, Hampton & Amesbury Street Railway Company, a street railway corporation incorporated under the laws of the State of New Hampshire, for the approval by the Board of the terms of a lease by the last named company of the railway, franchise and other property of the first named company, —

It appearing, after public notice and hearing, that such lease has been duly authorized in accordance with the provisions of chapter 182, Acts of 1900; that the convenience of the public will be promoted with the operation of the railways of said companies under one management; that there will be no increase of capitalization or indebtedness by reason of such lease, and that the terms thereof have been made consistent with the public interests, — it is

Ordered, That the lease above named, a copy of which is on file in this office with the petition, be hereby approved.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 25, 1900.

CONSOLIDATION OF THE PROVIDENCE & TAUNTON WITH THE TAUNTON STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Taunton Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Providence & Taunton Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Taunton Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Providence & Taunton Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Providence & Taunton Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract for purchase and sale, a copy of which contract is on file in this office.

And it appearing that an increase of the capital stock of the Taunton Street Railway Company is contemplated in said terms of purchase and sale for the purpose of an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Taunton Street Railway Company by the issue of shares, not exceeding 1,750 in number, amounting at par value thereof to \$175,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of said contract and in the exchange share for share for the outstanding shares of the Providence & Taunton Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest :

WM. A. CRAFTS,

Clerk.

AUGUST 1, 1900.

CONSOLIDATION OF THE CLINTON & HUDSON WITH THE LEOMINSTER
& CLINTON STREET RAILWAY COMPANY, AND AN INCREASE OF
CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Leominster & Clinton Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Clinton & Hudson Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Leominster & Clinton Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Clinton & Hudson Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Clinton & Hudson Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these contracting companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Leominster & Clinton Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Leominster & Clinton Street Railway Company by the issue of shares, not exceeding 1,600 in number, amounting at the par value thereof to \$160,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the Clinton & Hudson Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest: WM. A. CRAFTS,

Clerk.

OCTOBER 8, 1900.

CONSOLIDATION OF THE WORCESTER & CLINTON WITH THE LEOMINSTER
& CLINTON STREET RAILWAY COMPANY, AND AN INCREASE OF
CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Leominster & Clinton Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Worcester & Clinton Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Leominster & Clinton Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Worcester & Clinton Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Worcester & Clinton Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Leominster & Clinton Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Leominster & Clinton Street Railway Company by the issue of shares, not exceeding 1,500 in number, amounting at the par value thereof to \$150,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the Worcester & Clinton Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

CONSOLIDATION OF THE TAUNTON WITH THE GLOBE STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Globe Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Taunton Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Globe Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Taunton Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Taunton Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Globe Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor. — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Globe Street Railway Company by the issue of shares, not exceeding 5,250 in number, amounting at the par value thereof to \$525,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the Taunton Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

CONSOLIDATION OF THE PLUM ISLAND ELECTRIC WITH THE CITIZENS' ELECTRIC STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Citizens' Electric Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Plum Island Electric Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Citizens' Electric Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Plum Island Electric Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Plum Island Electric Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Citizens' Electric Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Citizens' Electric Street Railway Company by the issue of shares, not exceeding 400 in number, amounting at the par value thereof to \$40,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the Plum Island Electric Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest :

WM. A. CRAFTS,

Clerk.

OCTOBER 8, 1900.

CONSOLIDATION OF THE FITCHBURG & SUBURBAN WITH THE LEOMINSTER & CLINTON STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Leominster & Clinton Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Fitchburg & Suburban Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Leominster & Clinton Street Railway company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Fitchburg & Suburban Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Fitchburg & Suburban Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Leominster & Clinton Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Leominster & Clinton Street Railway Company by the issue of shares, not exceeding 1,880 in number, amounting at the par value thereof to \$188,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the Fitchburg & Suburban Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 12, 1900.

CONSOLIDATION OF THE BROCKTON & PLYMOUTH WITH THE PEMBROKE STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.*

In the matter of the petition of the Pembroke Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Brockton & Plymouth Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Pembroke Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Brockton & Plymouth Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Brockton & Plymouth Street Railway Company; that these terms of purchase and sale have been agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Pembroke Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Pembroke Street Railway Company by the issue of shares, not exceeding 1,500 in number, amounting at the par value thereof to \$150,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the Brockton & Plymouth Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 30, 1900.

* Name subsequently changed to Brockton & Plymouth Street Railway Company.

CONSOLIDATION OF THE PLYMOUTH & KINGSTON WITH THE PEMBROKE STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.*

In the matter of the petition of the Pembroke Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Plymouth & Kingston Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Pembroke Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Plymouth and Kingston Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Plymouth & Kingston Street Railway Company; that these terms of purchase and sale have been agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Pembroke Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Pembroke Street Railway Company by the issues of shares, not exceeding 1,000 in number, amounting at the par value thereof to \$100,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the Plymouth & Kingston Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest :

WM. A. CRAFTS,

Clerk.

OCTOBER 30, 1900.

* Name subsequently changed to Brockton & Plymouth Street Railway Company.

APPROVAL OF LEASE OF THE NASHUA (OF NEW HAMPSHIRE) TO THE
LOWELL & SUBURBAN STREET RAILWAY COMPANY.

In the matter of the joint petition of the Nashua Street Railway, a street railway corporation incorporated under the laws of the State of New Hampshire, and of the Lowell & Suburban Street Railway Company, a street railway corporation incorporated under the laws of the Commonwealth of Massachusetts, for the approval by the Board of the terms of a lease by the last named company of the railway, franchise and other property of the first named company, —

It appearing, after public notice and hearing, that such lease has been duly authorized in accordance with the provisions of law applicable thereto; that the convenience of the public will be promoted with the operation of the railways of said companies under one management, that there will be no increase of capitalization or indebtedness by reason of such lease, and that the terms thereof have been made consistent with the public interests, — it is

Ordered, That the lease above named, a copy of which is on file in this office with the petition, be hereby approved.

Attest: WM. A. CRAFTS,

Clerk.

NOVEMBER 6, 1900.

CONSOLIDATION OF THE LOWELL & SUBURBAN WITH THE LOWELL,
LAWRENCE & HAVERHILL STREET RAILWAY COMPANY, AND AN
INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Lowell, Lawrence & Haverhill Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the Lowell & Suburban Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Lowell, Lawrence & Haverhill Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Lowell & Suburban Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Lowell & Suburban Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no decrease in the facilities for travel and no increase

in the rates of fare, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Lowell, Lawrence & Haverhill Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Lowell, Lawrence & Haverhill Street Railway Company by the issue of shares, not exceeding 12,000 in number, amounting at the par value thereof to \$1,200,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the Lowell & Suburban Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,
Clerk.

NOVEMBER 7, 1900.

CONSOLIDATION OF THE SOUTH SHORE & BOSTON WITH THE BROCKTON STREET RAILWAY COMPANY, AND AN INCREASE OF CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the South Shore & Boston Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Brockton Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the South Shore & Boston Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the South Shore & Boston Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the

directors and stockholders of each of the contracting companies, that they involve no decrease in the facilities for travel and no increase in the rates of fare, and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Brockton Street Railway Company by the issue of shares, not exceeding 8,650 in number, amounting at the par value to \$865,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the South Shore & Boston Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 15, 1900.

CONSOLIDATION OF THE WEST ROXBURY & ROSLINDALE WITH THE
BROCKTON STREET RAILWAY COMPANY, AND AN INCREASE OF
CAPITAL STOCK BY THE LATTER COMPANY.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board of the terms of a proposed purchase by the petitioner of the property and franchises of the West Roxbury & Roslindale Street Railway Company, with a view to the consolidation of the two companies under the corporate name and powers of the Brockton Street Railway Company, —

It appearing, after public notice and hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the West Roxbury & Roslindale Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the West Roxbury & Roslindale Street Railway Com-

pany; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies, that they involve no decrease in the facilities for travel and no increase in the rates of fare, and that they are lawful and consistent with the public interests — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock share for share, and that such increase is reasonably requisite therefor, and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Brockton Street Railway Company by the issue of shares, not exceeding 8,000 in number, amounting at the par value thereof to \$800,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract and in the exchange share for share for the outstanding shares of the West Roxbury & Roslindale Street Railway Company, the certificates of the last named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 15, 1900.

ISSUES OF STOCK AND BONDS.

Fitchburg & Suburban Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Fitchburg & Suburban Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$44,000, in addition to its present authorized capital of \$50,000, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of \$44,000 has been duly authorized by a vote of the stockholders of said company; that the purpose for which it is proposed to issue said capital stock is lawful and consistent with the public interest; and that an increase in capital stock is necessary in order to enable the said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to an amount which shall realize \$44,000 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Fitchburg & Suburban Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock, not exceeding 440 in number, amounting at the par value thereof to \$44,000, the proceeds of said stock to be applied only to defraying the cost of building the roadbed and track of the company's railway, and the cost of an extension thereof, and of defraying any part of the expense of purchasing the rolling stock therefor, and of providing means to pay the indebtedness contracted for any of the purposes aforesaid.

And to determine the market value of said new shares at the time of increase at which said shares shall be offered proportionately to stockholders, pursuant to law, — it is

Ordered and determined, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

Clinton & Hudson Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Clinton & Hudson Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$100,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently incorporated under the general law with an authorized capital stock of \$100,000; that said capital stock has been duly subscribed and fifty per cent thereof paid in cash; that the proposed purpose is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Clinton & Hudson Street Railway Company of not to exceed 1,000 shares of its capital stock, amounting at the par value thereof to \$100,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: to paying and capitalizing the necessary cost of building the roadbed and overhead electric system of the railway of said company upon the locations heretofore duly granted to said company in the towns of Clinton, Berlin and Hudson.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value thereof in cash: *provided*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, \$100,000, has been actually paid in cash.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 25, 1900.

Linwood Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Linwood Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$12,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been organized under the provisions of the general laws with a capital stock of \$12,000, as fixed in its articles of association; that said capital stock has been duly subscribed; that the proposed purpose of the issue is lawful and consistent with the public interests; and that

an issue of capital stock is necessary in order to enable said company to carry out said purpose in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$12,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue by the said Linwood Street Railway Company of shares of its capital stock not exceeding 120 in number and amounting at the par value thereof to \$12,000, the proceeds of said shares to be applied exclusively to the following purposes : —

1. The proceeds of stock amounting at par value to \$3,000 shall be applied solely to the payment of expenditures for roadbed and track and overhead system.

2. The proceeds of stock amounting at par value to \$2,000 shall be applied solely to the payment of necessary expenditures for land and buildings.

3. The proceeds of stock amounting at par value to \$7,000 shall be applied solely to the payment of necessary expenditures for rolling stock.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash.

Attest :

WM. A. CRAFTS,

Clerk.

FEBRUARY 5, 1900.

West Roxbury & Roslindale Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$262,500, in addition to its present authorized capital, for the purpose of paying and funding the floating debt of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of \$262,500 has been duly authorized by a vote of the stockholders of said company ; that the purpose for which it is proposed to issue said capital stock is lawful and consistent with the public interest ; and that an increase in capital stock is necessary in order to enable the said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to an amount which shall realize \$262,500 is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the West Roxbury & Roslindale Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock, not exceeding 2,625 in number, amounting at the par value thereof to \$262,500, the proceeds of said stock to be applied only toward the payment and funding of the existing floating debt of said company.

And to determine the market value of said new shares at the time of increase at which said shares shall be offered proportionately to stockholders, pursuant to law, — it is

Ordered and determined, That the market value of said stock, for the purpose aforesaid, be, and the same is hereby, fixed at one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 7, 1900.

East Taunton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the East Taunton Street Railway Company for the approval by the Board of an issue of mortgage bonds by said company to the amount of \$45,000, for the purpose of funding its floating debt and of providing the means for completing the construction and equipment of an extension of its railway upon a location duly granted, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$45,000 has been duly authorized by the vote of the stockholders of said company at a meeting called for the purpose; that the purpose for which it is proposed to issue said bonds is lawful; that the value of the constructed tracks, equipments, and other real and personal property of said company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the amount of the capital stock of said company actually paid in cash; and that such issue is consistent with the public interest; and

It being deemed by the Board that an issue of bonds to the amount of \$45,000 is reasonably requisite for the purposes for which such issue is authorized, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the East Taunton Street Railway Company, subject to all provisions of law applicable

to such issue, to an amount not to exceed \$45,000 in par value, payable at periods not exceeding twenty years from the date thereof, with interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise and other property, real and personal, the proceeds of said bonds to be applied as follows:—

1. The proceeds of bonds to an amount not exceeding at par value \$40,000 shall be applied solely to the payment and funding of the existing floating indebtedness of said company incurred in the construction and equipment of the extension of its railway to the town of Middleborough.

2. The proceeds of bonds to an amount not exceeding at par value \$5,000 shall be applied solely to providing means for building and equipping the extension of the railway of said company to the town of Middleborough and the purchase of necessary rolling stock therefor.

Any excess in the proceeds of said bonds over and above the amount required for the purposes aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 9, 1900.

West Roxbury & Roslindale Street Railway Company — Revocation in Part of Order Dated November 22, 1898, Authorizing and Approving an Increase and Issue of Capital Stock.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$262,500, in addition to its present authorized capital, —

It appearing that under the order of this Board, dated November 22, 1898, and authorizing and approving an issue of capital stock by the said company to the amount of \$100,000, there has been issued capital stock to the amount of \$50,000 only; and that the total amount of the capital stock of the said company as duly authorized should not exceed \$800,000, — it is

Ordered, With the consent of the said company, that the above named order of the Board be, and the same is hereby, revoked and rescinded, so far as the same authorizes and approves any increase or issue of capital stock beyond said amount of \$50,000 already issued thereunder.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 15, 1900.

Georgetown, Rowley & Ipswich Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Georgetown, Rowley & Ipswich Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$180,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently incorporated under the general law with an authorized capital stock of \$180,000; that said capital stock has been duly subscribed and fifty per cent thereof paid in cash; that the proposed purpose is necessary in order to enable said company to carry out the same in good faith; and

It being deemed by the Board that an issue of capital stock to the amount of \$180,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Georgetown, Rowley & Ipswich Street Railway Company of not to exceed 1,800 shares of its capital stock, amounting at the par value thereof to \$180,000; the said shares, or the proceeds thereof, to be applied to the following purpose, and to no other, namely: to paying and capitalizing the necessary cost of building the roadbed and overhead electric system of the railway of said company upon the locations heretofore duly granted to said company in the city of Newburyport and in the towns of Georgetown, Rowley, Newbury and Ipswich.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value thereof in cash: *provided*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, \$180,000, has been actually paid in cash.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 23, 1900.

Gardner, Westminster & Fitchburg Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$35,000, in addition to its present authorized capital of \$150,000, for the purpose of paying and funding the existing floating debt of said company incurred in

the building and equipping of its railway and incurred in the building and equipping of the railway of the Gardner Electric Street Railway Company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$35,000 has been duly authorized by a vote of its stockholders ; that the petitioner has, with the approval of the Board, purchased the property and franchise of said Gardner Electric Street Railway Company upon the express agreement to assume and pay the indebtedness of the last named company ; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interest ; and that an increase in capital stock to an amount which shall realize \$35,000 is necessary to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Gardner, Westminster & Fitchburg Street Railway Company, by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 350 in number, amounting at par value to \$35,000, the proceeds of said stock to be applied only toward the payment and funding of the existing floating debt incurred in the construction and equipment of the railways of the petitioner or of the Gardner Electric Street Railway Company upon locations duly granted to them.

And to determine the market value of the new shares at the time of increase at which value such shares shall be offered proportionately to stockholders, pursuant to law, — it is

Determined, That the market value of such stock for the purpose aforesaid is one hundred dollars per share.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

MARCH 1, 1900.

Warren, Brookfield & Spencer Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Warren, Brookfield & Spencer Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$70,000, in addition to its present authorized capital of \$150,000, for the purpose of paying and funding the existing floating debt of said company incurred in the building and equipping of its railway, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$70,000 has been duly

authorized by a vote of its stockholders ; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interest ; and that an increase in capital stock to an amount which shall realize \$70,000 is necessary to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Warren, Brookfield & Spencer Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 700 in number, amounting at par value to \$70,000, the proceeds of said stock to be applied only toward the payment and funding of the existing floating debt incurred in the construction and equipment of the railway of the petitioner upon locations duly granted to it.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

MARCH 9, 1900.

Stoughton & Randolph Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Stoughton & Randolph Street Railway Company for the approval by the Board, under chapter 462 of the Acts of 1894, of an issue of capital stock by said company to the amount of \$80,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that said company has been recently incorporated under the general law with an authorized capital stock of \$80,000 ; that said capital stock has been duly subscribed and fifty per cent thereof paid in cash ; that the proposed purpose is necessary in order to enable said company to carry out the same in good faith ; and

It being deemed by the Board that an issue of capital stock to the amount of \$80,000 is reasonably requisite for the purpose for which such issue is authorized, as hereinafter specified, — it is

Ordered, That the Board authorize and approve an issue by the said Stoughton & Randolph Street Railway Company of not to exceed 800 shares of its capital stock, amounting at the par value thereof to \$80,000 ; the said shares, or the proceeds thereof, to be applied to the following purpose, and to no other, namely : to paying and capitalizing the necessary cost of building the roadbed and

overhead electric system of the railway of said company upon the locations heretofore duly granted to said company in the towns of Stoughton and Randolph.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value thereof in cash: *provided*, that no shares shall be issued until the whole amount of the capital stock of said company, to wit, \$80,000, has been actually paid in cash.

Attest:

WM. A. CRAFTS,
Clerk.

MARCH 26, 1900.

Newtonville & Watertown Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Newtonville & Watertown Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$50,000, in addition to its present authorized capital of \$50,000, for the purpose of paying and funding the existing floating debt of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$50,000 has been duly authorized by a vote of the stockholders; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests; and that an increase in capital stock to the amount of \$50,000 is reasonably requisite and necessary to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Newtonville & Watertown Street Railway Company, by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of said stock to be applied only toward the payment and funding of the existing floating debt incurred in the construction and equipment of the railway of the petitioner upon locations duly granted.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest:

WM. A. CRAFTS,
Clerk.

MARCH 30, 1900.

South Shore & Boston Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the South Shore & Boston Street Railway Company for the approval by the Board of an issue of mortgage bonds by said company to the amount of \$174,000, for the purpose of refunding its funded debt incurred in assuming the funded debt of the Hingham Street Railway Company, amounting to \$154,000, and the funded debt of the Hull Street Railway Company, amounting to \$20,000, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$174,000 has been duly authorized by the vote of the stockholders; that the purpose for which it is proposed to issue the bonds is lawful; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes, and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; and

It being deemed by the Board that an issue of bonds to the amount of \$174,000 is reasonably requisite for the purposes for which such issue is authorized, and that such issue is consistent with the public interests, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue of coupon or registered bonds by the South Shore & Boston Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$174,000 at par value, with interest at the rate of five per cent per annum, and secured by the mortgage of the railway, equipments, franchises and other property, real and personal, of said company, executed August 31, 1899, to secure certain bonds the issue of which was approved in the order of the Board dated July 24, 1899, and to secure other bonds issued to refund the funded debt of said company; the proceeds of said bonds to be applied solely to the payment and refunding of the existing funded debt of the Hingham Street Railway Company, amounting to \$154,000, and the existing funded debt of the Hull Street Railway Company, amounting to \$20,000, assumed by the South Shore & Boston Street Railway Company, any excess of the proceeds of said bonds over and above the amount necessary for the purposes aforesaid to be applied to the payment for permanent additions and improvements to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

Norton & Taunton Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Norton & Taunton Street Railway Company for the approval by the Board of an issue of capital stock for the purpose of carrying out the consolidation of the Norton & Taunton Street Railway Company, the Norton & Attleborough Street Railway Company, the Mansfield & Norton Street Railway Company and the Mansfield & Easton Street Railway Company, under the terms approved in the order of the Board dated July 20, 1899, —

It appearing, after public notice and hearing, and upon investigation, that the terms of the consolidation to which reference is above made provide for the issue by the petitioner of shares of its capital stock not exceeding 2,600 in number, for the purpose of exchange for the outstanding shares of capital stock of the above named companies which have been consolidated, and that such issue is reasonably requisite therefor and is consistent with the public interests, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the issue, subject to all provisions of law applicable thereto, by the Norton & Taunton Street Railway Company of shares of its capital stock not exceeding 2,600 in number, amounting at par value to \$260,000, said stock to be issued solely in exchange share for share for the outstanding shares of the above named consolidated companies, namely: the Norton & Taunton Street Railway Company, the Norton & Attleborough Street Railway Company, the Mansfield & Norton Street Railway Company and the Mansfield & Easton Street Railway Company, the certificates of stock of said consolidated companies upon such exchange to be surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 3, 1900.

Norton & Taunton Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Norton & Taunton Street Railway Company for the approval by the Board of an issue of capital stock, in addition to its present authorized capital of \$260,000, for the purpose of funding certain floating indebtedness, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$37,000 has been duly authorized by a vote of the stockholders; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests;

that an increase in capital stock to the amount above named is reasonably requisite and necessary to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Norton & Taunton Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock, not exceeding 370 shares, amounting at par value to \$37,000, the proceeds thereof to be applied only to the payment and funding of floating indebtedness assumed by the Norton & Taunton Street Railway Company and incurred in the construction and equipment of the railways of the several companies consolidated thereunder.

And it is determined, That the market value of the above named 370 shares of new stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

APRIL 3, 1900.

Milford, Holliston & Framingham Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Milford, Holliston & Framingham Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$50,000 in addition to its present authorized capital of \$210,000, for the purpose of paying and funding floating indebtedness of said company, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of said company, that an issue of additional capital stock to the amount of \$50,000 has been duly authorized by a vote of the stockholders of said company; that the purpose for which it is proposed to issue said capital stock is lawful and consistent with the public interest; that an increase in capital stock to an amount that shall realize \$50,000 is reasonably requisite and necessary to enable the said company to carry out the same in good faith, —

Ordered, That the approval of the Board be, and the same is hereby, given to an increase of the capital stock of the Milford, Holliston & Framingham Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock, not exceeding 435 in number and amounting at par value to \$43,500, the proceeds of said stock to be applied only toward the payment and funding of existing floating indebted-

ness of said company incurred in the construction and equipment of its railway upon locations duly granted.

And it is determined, That the market value of said new shares at the time of increase at which said shares shall be offered proportionately to stockholders, pursuant to law, is one hundred fifteen dollars per share.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 9, 1900.

Templeton Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Templeton Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$50,000, for the purpose of building and equipping the railway of said company, —

It appearing, after public notice and hearing, that under the provisions of chapter 205, Acts of 1896, an issue of capital stock by said company to the amount of \$50,000 has been duly authorized; that said capital stock has been fully subscribed and fifty per cent thereof paid in cash; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests; and that such issue is reasonably requisite to enable said company to carry out the same in good faith, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to an issue by the said Templeton Street Railway Company, subject to the provisions of all laws applicable to such issue, of 500 shares of capital stock, amounting at par value to \$50,000, the proceeds of said shares to be applied to the payment of the necessary cost of constructing and equipping the railway of said company upon the locations duly granted to it in the towns of Gardner and Templeton.

Said shares are to be issued to the subscribers to the capital stock of said company, or their assigns, upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock of said company has been actually paid in cash.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 9, 1900.

Gardner, Westminster & Fitchburg Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company for the approval of an issue of mortgage bonds to the amount of \$185,000, for the purpose of funding

floating indebtedness, of refunding a certain funded debt, of providing means for purchasing and improving certain real estate and of purchasing additional equipment for the operation of its railway, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of said company and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$150,000 has been duly authorized by the vote of stockholders; that the purposes for which it is proposed to issue said bonds are lawful; that the value of the constructed tracks, equipments and other real and personal property of said company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its capital stock outstanding and its debt; that the amount of bonds proposed to be issued will not exceed the amount of the capital stock of said company actually paid in cash; and that such issue is consistent with the public interests; and

It being deemed by the Board that an issue of bonds to the amount of \$150,000 is reasonably requisite for the purposes for which such issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered bonds by the Gardner, Westminster & Fitchburg Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$150,000 par value, payable at periods not exceeding twenty years from the date thereof, with interest at the rate of five per cent per annum, and secured by a mortgage of the railway, equipments, franchise and other property, real and personal, of said company, the said bonds to be issued and the proceeds thereof to be applied for the following purposes only: —

1. The proceeds of bonds to an amount not exceeding at par value \$26,000 shall be applied solely toward the payment and refunding of the indebtedness of said company represented by bonds to the amount of \$26,600 heretofore issued by the Gardner Electric Street Railway Company, said last named bonds to be cancelled and the mortgage given to secure the same to be discharged.

2. The proceeds of bonds to an amount not exceeding at par value \$9,000 shall be applied solely to providing means for the payment of the purchase price of certain real estate purchased by the petitioner for the purpose of a pleasure resort, situated in the town of Westminster, which purchase has been duly approved by this Board.

3. The proceeds of bonds to an amount not exceeding at par value \$115,000 shall be applied solely to the payment and funding of existing floating indebtedness of the petitioner incurred in the construction

and equipment of its railway and in the purchase of real and personal property necessary for the operation of the same.

Any excess of the proceeds of said bonds over and above the amount required for the purposes aforesaid shall be applied to the payment for permanent improvements and additions to the street railway property of the petitioner.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 12, 1900.

Northampton & Amherst Street Railway Company — Reduction of Capital Stock.

In the matter of the petition of the Northampton & Amherst Street Railway Company for authority to reduce the capital stock of the company from \$150,000, the amount now authorized under the articles of association, to \$80,000, —

It appearing, after public notice and hearing, and after such examination of the financial condition of said company as the Board deemed requisite, that said petition is presented in accordance with a vote of the stockholders of said company at a meeting called for the purpose, and that the proposed reduction is consistent with the public interest, and with the limitations imposed by all laws to which said company is subject, — it is

Ordered, That authority be hereby given to the Northampton & Amherst Street Railway Company to reduce its capital stock from \$150,000 to \$80,000 : *provided, however*, that no money or other property of said company shall be paid over or transferred to the stockholders in connection with the carrying out of such reduction.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 15, 1900.

Northampton & Amherst Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Northampton & Amherst Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$80,000, for the purpose of providing the means of payment for the building and equipping of the railway of said company, —

It appearing, after a hearing and upon investigation, that said petition has been duly authorized by the vote of the stockholders of the company; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests; and that an issue of

capital stock to the amount of \$80,000 at par value is reasonably requisite for the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Northampton & Amherst Street Railway Company, subject to the provisions of all laws applicable thereto, of 800 shares of capital stock, amounting at par value to \$80,000, the proceeds of said shares to be applied to the payment of the necessary cost of constructing and equipping the railway of said company upon locations duly granted to it.

Such shares are to be issued to the subscribers to the capital stock of the company, or their assigns, upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock of the company has been actually paid in cash.

Attest :

WM. A. CRAFTS,
Clerk.

MAY 15, 1900.

Fitchburg & Suburban Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Fitchburg & Suburban Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$94,000, in addition to its present authorized capital of \$94,000, for the purpose of paying and funding existing floating indebtedness of said company, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$94,000 has been duly authorized by a vote of the stockholders ; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests ; and that an increase in capital stock to an amount which shall realize \$94,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out said purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Fitchburg & Suburban Street Railway Company, by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 940 in number, amounting at par value to \$94,000, the proceeds of said stock to be applied only toward the payment and funding of existing floating indebtedness of the company incurred in the construction and equipment of its railway and in the purchase of real and personal property necessary and convenient for the operation of its railway and the maintenance of certain park property.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

It is provided, however, that this order shall not go into effect until the bonds issued by said company under the authority of an order of this Board dated September 26, 1898, shall have been cancelled.

And it is further ordered, Upon the request and with the consent of all parties interested, that the authority granted by this Board for the issue of the above named bonds, under the order of the Board dated September 26, 1898, be hereby revoked.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 16, 1900.

Northampton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Northampton Street Railway Company for the approval by the Board of an issue of mortgage bonds for the purpose of funding its floating debt incurred in the construction of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof and for other purposes, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$200,000 has been duly authorized by the vote of the stockholders of the company; that the purposes for which it is proposed to issue such bonds are lawful and consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$200,000 is reasonably requisite for the purposes for which such issue is authorized; and that with the issue of bonds proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered mortgage bonds by the Northampton Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$200,000 at par value, payable at periods not exceeding twenty years from the date thereof, bearing interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise and other real and personal property of the company, which mortgage

will be subject to a mortgage previously executed to secure an issue of bonds to the amount of \$25,000.

1. The proceeds of said bonds to an amount not exceeding at par value \$115,000 shall be applied solely toward the payment and funding of the existing floating indebtedness of said company incurred in the construction of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

2. The proceeds of bonds to an amount not exceeding at par value \$85,000 shall be applied solely to providing means for building and equipping certain extensions of its railway upon locations duly granted and for the contemplated purchase of certain additional personal property necessary and convenient for the operation of its railway.

Any excess of the proceeds of said bonds over and above the amount required for the purposes aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest: WM. A. CRAFTS,

Clerk.

MAY 18, 1900.

Norton & Taunton Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Norton & Taunton Street Railway Company for the approval by the Board of an issue of first mortgage bonds for the purpose of refunding certain funded indebtedness and of funding certain floating debt, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$300,000 has been duly authorized by the vote of the stockholders of the company; that the purposes for which it is proposed to issue such bonds are lawful and consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$296,000 is reasonably requisite for the purposes for which such issue is authorized; and that with the issue of bonds proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered first mortgage bonds by the Norton & Taunton Street Railway Company, subject to all provisions of law

applicable to such issue, to an amount not to exceed \$296,000 at par value, payable at periods not exceeding twenty years from the date thereof, bearing interest at a rate not to exceed five per cent per annum, and secured by a mortgage of the railway, equipments, franchise and other real and personal property of the company.

1. The proceeds of said bonds to an amount not exceeding at par value \$240,000 shall be applied solely to the retiring and refunding of the funded debt assumed by the petitioner under the terms of the consolidation of the Mansfield & Easton Street Railway Company, the Mansfield & Norton Street Railway Company, the Norton & Taunton Street Railway Company and the Norton & Attleborough Street Railway Company, as the funded debt incurred by these companies under their several issues of bonds theretofore made, the bonds so retired to be cancelled.

2. The proceeds of bonds to an amount not exceeding at par value \$56,000 shall be applied solely to funding the floating debt of the petitioner incurred by it and assumed by it under the terms of the consolidation of the Mansfield & Easton Street Railway Company, the Mansfield & Norton Street Railway Company, the Norton & Taunton Street Railway Company and the Norton & Attleborough Street Railway Company, as the floating debt incurred by said companies in the construction of their several railways and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Any excess of the proceeds of said bonds over and above the amount required for the purposes aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 18, 1900.

Union Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Union Street Railway Company for the approval by the Board of an issue of mortgage bonds for the purpose of funding its floating debt incurred in the construction of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$50,000 has been duly authorized by the vote of the stockholders of the company; that the purpose for which it is proposed to issue said bonds is lawful and consistent with the public

interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized; and that with the issue of bonds as proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered mortgage bonds by the Union Street Railway Company, subject to all the provisions of law applicable to such issue, to an amount not to exceed \$50,000 at par value, payable at periods not exceeding twenty years from the date thereof, bearing interest at the rate of five per cent per annum, and secured by a mortgage of the railway, equipments, franchise and other real and personal property of the company, made and executed under date of January 1, 1894, to secure an aggregate issue of bonds to the amount of \$500,000, of which bonds to the amount of \$350,000 have been heretofore issued, under orders of this Board dated respectively December 19, 1893, and March 28, 1895.

The proceeds of said bonds shall be applied only to the funding of the floating debt of the company incurred in the construction of its railway and the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 22, 1900.

Union Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Union Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$150,000, in addition to its present authorized capital of \$450,000, for the purpose of paying and capitalizing existing floating indebtedness of said company and for the purpose of building and equipping extensions of its railway upon locations duly granted, and for other lawful purposes, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$150,000 has been duly authorized by a vote of the stockholders; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests; and that an increase in capital stock to the amount of

\$150,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out the same in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Union Street Railway Company by the issue, subject to all the provisions of law applicable thereto, of additional shares of capital stock not exceeding 1,500 in number, amounting at par value to \$150,000, the proceeds of said stock to be applied only as follows: —

1. The proceeds of shares of stock not exceeding 680 in number and amounting to \$68,000 at par value shall be applied only toward the payment and capitalization of existing floating indebtedness of the company incurred in the construction and equipment of its railway and in the purchase of real and personal property necessary or convenient for the operation thereof.

2. The proceeds of shares of stock not exceeding 820 in number and amounting to \$82,000 at par value shall be applied only to providing means for building and equipping certain extensions of the railway of the petitioner upon locations duly granted to it.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred and forty dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 22, 1900.

Lexington & Boston Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Lexington & Boston Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$100,000, in addition to its present authorized capital of \$250,000, for the purpose of providing means for paying the indebtedness of said company incurred in the building and equipping of its railway and for other lawful purposes, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that the issue of additional capital stock to the amount of \$100,000 has been duly authorized by vote of the stockholders; that the purpose of the proposed issue is lawful and consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$100,000 is reasonably requisite and necessary to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Lexington & Boston Street Rail-

way Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 1,000 in number, amounting at par value to \$100,000, the proceeds of said stock to be applied only toward the payment of the existing floating indebtedness incurred in the construction and equipment of the railway of said company and in the purchase of real and personal estate necessary and convenient for the operation thereof.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 8, 1900.

Lexington & Boston Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Lexington & Boston Street Railway Company for the approval by the Board of an issue of first mortgage bonds for the purpose of funding its floating debt incurred in the construction of its railway and the purchase of real and personal estate necessary or convenient for the operation thereof, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$250,000 has been duly authorized by the vote of the stockholders of the company; that the purpose for which it is proposed to issue such bonds is lawful and consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$250,000 is reasonably requisite for the purposes for which such issue is authorized; and that with the issue of bonds as proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered first mortgage bonds by the Lexington & Boston Street Railway Company, subject to all provisions of law applicable to such issue, to an amount not to exceed \$250,000 at par value, payable at periods not exceeding twenty years from the date thereof, with interest at the rate of four and one-half per cent per annum, and secured by a mortgage of the railway, equipments, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only toward the funding of the floating debt of the company incurred in the construction of its railway and the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest :

WM. A. CRAFTS,

Clerk.

JUNE 8, 1900.

Fitchburg & Leominster Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Fitchburg & Leominster Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$100,000, in addition to its present authorized capital of \$250,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$100,000 has been duly authorized by a vote of the stockholders; that the purpose of the proposed issue is lawful and consistent with the public interests; and that an increase in capital stock to the amount of \$100,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Fitchburg & Leominster Street Railway Company by the issue, subject to all the provisions of law applicable thereto, of additional shares of capital stock not exceeding 1,000 in number, amounting in par value to \$100,000, the proceeds of said stock to be applied only toward the payment and capitalization of existing floating indebtedness of the company incurred in the construction and equipment of its railway.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred and forty dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

JUNE 20, 1900.

Medfield & Medway Street Railway Company—Issue of Capital Stock.

In the matter of the petition of the Medfield & Medway Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$50,000, for the purpose of providing the means of payment for the building and equipping of its street railway, —

It appearing, after public notice and hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$50,000; that said capital stock has been duly subscribed; that an issue of capital stock to the amount of \$50,000 is reasonably requisite and necessary for the purpose for which the same is authorized; and that such purpose is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Medfield & Medway Street Railway Company, subject to all provisions of law applicable thereto, of shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of said shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock of said company as above fixed has been actually paid in cash.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

JUNE 26, 1900.

Medfield & Medway Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Medfield & Medway Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$50,000, in addition to its present authorized capital of \$50,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$50,000 has been duly authorized by vote of the stockholders; that the purpose of the proposed issue is lawful and consistent with the public interests; and that an increase in capital stock to the amount of \$50,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out the same in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Medfield & Medway Street Railway Company, by the issue, subject to all the provisions of law applicable thereto, of additional shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of

said stock to be applied only toward the payment and capitalization of existing floating indebtedness of the company incurred in the construction and equipment of its railway.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

JUNE 26, 1900.

Georgetown, Rowley & Ipswich Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Georgetown, Rowley & Ipswich Street Railway Company for the approval by the Board of an issue of first mortgage bonds for the purpose of paying and funding the floating indebtedness of said company incurred in the construction and equipment of its railway, — .

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$180,000 has been duly authorized by the vote of the stockholders of the company; that the purpose for which it is proposed to issue such bonds is lawful and the issue consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$180,000 is reasonably requisite for the purpose for which such issue is authorized; and that with the issue of bonds as proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue, subject to all provisions of law applicable thereto, of coupon or registered mortgage bonds by the Georgetown, Rowley & Ipswich Street Railway Company, to an amount not to exceed \$180,000 at par value, payable at periods not exceeding twenty years from the date thereof, bearing interest at the rate of five per cent per annum and secured by a first mortgage of the railway, equipments, franchise and other real and personal property of the company.

The proceeds of said bonds are to be applied only toward the payment and funding of the floating indebtedness of said company incurred in the construction and equipment of its railway and in the

purchase of real and personal estate necessary or convenient for the operation thereof.

Attest :

WM. A. CRAFTS,
Clerk.

JULY 3, 1900.

Boston Elevated Railway Company — Increase and Issue of Capital Stock.

In the matter of the supplementary petition of the Boston Elevated Railway Company for the approval by the Board of an issue of capital stock to the amount of \$9,500,000, in accordance with the terms of the order of this Board dated July 26, 1897, and in addition to the amount of \$500,000, the issue of which was approved and authorized under the terms of the above named order, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$9,500,000 has been duly authorized ; that the purpose of the proposed issue is lawful and consistent with the public interests ; and that the conditions named in the fourth paragraph in the order of the Board above referred to have been complied with, — it is

Ordered, That the approval of the Board be hereby given to the issue, in accordance with the provisions of the above named order of this Board, of additional shares of capital stock of the Boston Elevated Railway Company, not exceeding 95,000 in number, amounting at par value to \$9,500,000, the proceeds of said stock to be applied only as follows : —

1. The proceeds of shares of stock not exceeding 31,000 in number, and amounting at par value to \$3,100,000, shall be applied to payment of the necessary cost of construction and equipment of the elevated structure of the railway, including foundations, tracks and electric system.

2. The proceeds of shares of stock not exceeding 11,000 in number, amounting at par value to \$1,100,000, shall be applied to payment of the necessary cost of construction and equipment of power houses, exclusive of land.

3. The proceeds of shares of stock not exceeding 12,000 in number, amounting at par value to \$1,200,000, shall be applied to payment of the necessary cost of construction and equipment of terminal and other stations, exclusive of land.

4. The proceeds of shares of stock not exceeding 500 in number, amounting at par value to \$50,000, shall be applied to payment of the necessary cost of equipment of subway.

5. The proceeds of shares of stock not exceeding 6,000 in number,

amounting at par value to \$600,000, shall be applied to payment of the necessary cost of rolling stock and of the equipment of the same.

6. The proceeds of shares of stock not exceeding 3,000 in number, amounting at par value to \$300,000, shall be applied to payment of the necessary engineering and miscellaneous expenses incurred during construction of railway.

7. The proceeds of shares of stock not exceeding 31,500 in number, amounting at par value to \$3,150,000, shall be applied to the necessary cost of real estate and to the payment of damages occasioned by the construction of the railway, including the amount of the second deposit of \$200,000 required to be made to the Treasurer of the Commonwealth, any surplus in such proceeds over and above the amount actually required to meet such cost of real estate and to provide for the payment of such damages to be held subject to the further order of the Board.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 6, 1900.

Globe Street Railway Company — Increase and Issue of Capital Stock.

In the matter of the petition of the Globe Street Railway Company for the approval by the Board of an issue of capital stock for the purpose of providing means for the purchase and maintenance of certain real estate to be used as a pleasure resort, —

It appearing, after due notice and hearing, that the approval of the Board has been given to the acquisition by said company of certain real estate located in the town of Dighton, to be used as a pleasure resort; and that an issue of capital stock not exceeding \$40,000, for the purpose of providing means for the purchase of said real estate, has been authorized by the stockholders; that an increase of capital stock of the company to the amount of \$40,000 is reasonably necessary to carry out this purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Globe Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 400 in number, amounting at par value to \$40,000, the proceeds of said stock to be applied only to the payment of the necessary cost of acquiring, holding, equipping and maintaining the above named real estate for purposes of recreation and as a pleasure resort.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 10, 1900.

Lawrence & Reading Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Lawrence & Reading Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$50,000, for the purpose of providing the means of payment for the building and equipping of its street railway, —

It appearing, after public notice and hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$50,000; that said capital stock has been duly subscribed; that an issue of capital stock to the amount of \$50,000 is reasonably requisite and necessary for the purpose for which the same is authorized; and that such purpose is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Lawrence & Reading Street Railway Company, subject to all provisions of law applicable thereto, of shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of said shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock of said company as above fixed has been actually paid in cash.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 10, 1900.

Lawrence & Reading Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Lawrence & Reading Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$65,000, in addition to its present authorized capital of \$50,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$65,000 has been duly authorized by vote of the stockholders; that the purpose of the proposed issue is lawful and consistent with the public interests; and that an increase in capital stock to the amount of \$65,000 is reasonably requisite and necessary for the purpose for which the same is

authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Lawrence & Reading Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 650 in number, amounting at par value to \$65,000, the proceeds of said stock to be applied only toward the payment and capitalization of the existing floating indebtedness of the company incurred in the construction and equipment of its railway.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 10, 1900.

Fitchburg & Leominster Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the Fitchburg & Leominster Street Railway Company relative to the sale at auction of the shares of the capital stock of said company authorized by the Board by its order of June 20, 1900, and offered to the stockholders as required by law and which have not been taken by the stockholders entitled thereto, — it is

Ordered, That the shares of stock remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Fitchburg to the highest bidder, at not less than the par value, in cash, of said shares; and that the Fitchburg "Sentinel," Fitchburg "Sun" and Leominster "Enterprise" be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding said sale.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 17, 1900.

Clinton & Hudson Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Clinton & Hudson Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$75,000, in addition to its present authorized capital of \$100,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$75,000 has been duly authorized

by vote of the stockholders; that the purpose of the proposed issue is lawful and consistent with the public interests; and that an increase in capital stock to the amount of \$60,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the Clinton & Hudson Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 600 in number, amounting in par value to \$60,000, the proceeds of said stock to be applied only toward the payment and capitalization of existing floating indebtedness of the company incurred in the construction and equipment of its railway.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest: WM. A. CRAFTS,

Clerk.

JULY 23, 1900.

Milford, Attleborough & Woonsocket Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Milford, Attleborough & Woonsocket Street Railway Company for the approval by the Board of an issue of first mortgage bonds for the purpose of paying and funding the floating indebtedness of said company incurred in the construction and equipment of its railway, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$100,000 has been duly authorized by the vote of the stockholders of the company; that the purpose for which it is proposed to issue such bonds is lawful and the issue consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized; and that with the issue of bonds as proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an

issue, subject to all provisions of law applicable thereto, of coupon or registered mortgage bonds by the Milford, Attleborough & Woonsocket Street Railway Company, to an amount not to exceed \$100,000 at par value, payable at periods not exceeding twenty years from the date thereof, bearing interest at a rate not to exceed five per cent per annum, and secured by a first mortgage of the railway, equipments, franchise and other real and personal property of the company.

The proceeds of said bonds are to be applied only toward the payment and funding of the floating indebtedness of said company incurred in the construction and equipment of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 24, 1900.

Medfield & Medway Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Medfield & Medway Street Railway Company for the approval by the Board of an issue of first mortgage bonds for the purpose of paying and funding the floating indebtedness of said company incurred in the construction and equipment of its railway, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed requisite, that an issue of mortgage bonds to the amount of \$100,000 has been duly authorized by the vote of the stockholders of the company; that the purpose for which it is proposed to issue such bonds is lawful and the issue consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized; and that with the issue of bonds as proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue, subject to all provisions of law applicable thereto, of coupon or registered mortgage bonds by the Medfield & Medway Street Railway Company, to an amount not to exceed \$100,000 at par value, payable at periods not exceeding twenty years from the date thereof, bearing

interest at a rate not to exceed five per cent per annum, and secured by a first mortgage of the railway, equipments, franchise and other real and personal property of the company.

The proceeds of said bonds are to be applied only toward the payment and funding of the floating indebtedness of said company incurred in the construction and equipment of its railway and in the purchase of real and personal estate necessary or convenient for the operation thereof.

Attest: WM. A. CRAFTS,
Clerk.

JULY 24, 1900.

West End Street Railway Company — Transfer of Unexpended Proceeds of Bonds.

In the matter of the petition of the West End Street Railway Company for authority to apply the proceeds of certain bonds heretofore issued to a purpose different from that to which proceeds were to be applied under the order approving the issue of the bonds, —

It appearing, after public notice and hearing, that proceeds of bonds to the amount of \$73,754.11, the issue of which to the amount of \$600,000 was duly authorized by the order of this Board dated January 15, 1897, for certain purposes named in said order, remain unexpended and are not necessary for such purpose; that the purpose to the carrying out of which it is now proposed to apply such proceeds is lawful and the application of the proceeds thereto consistent with the public interests; and that the amount of \$73,754.11 is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to the transfer of the amount of \$73,754.11, the unexpended balance of the proceeds of the above named issue of bonds, and application of the same toward the payment of the necessary cost of certain permanent additions, alterations and improvements made during the fiscal years ending September 30, 1898, and September 30, 1899, to and in the property of the West End Street Railway Company by the Boston Elevated Railway Company under and in accordance with the provisions of the lease between the parties.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

JULY 25, 1900.

West End Street Railway Company — Issue of Bonds.

In the matter of the petition of the West End Street Railway Company for the approval by the Board of an issue of bonds for the purpose of defraying the cost of certain permanent improvements in and additions to its street railway property, —

It appearing, after public notice and hearing and upon such investigation as was deemed desirable, that an issue of bonds to the amount of \$1,950,000 has been duly authorized by the company; that the purpose for which it is proposed to issue said bonds is lawful and such issue consistent with the public interests; that an issue of bonds to the amount of \$1,930,000 is reasonably requisite to enable the company to carry out the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue, subject to all provisions of law applicable thereto, by the West End Street Railway Company of bonds to an amount not exceeding at par value \$1,930,000, said bonds to be payable fifteen years from the date thereof and to bear interest at the rate of four per cent per annum.

The proceeds of said bonds shall be applied only to the necessary cost of the permanent additions, alterations and improvements made during the fiscal years September 30, 1898, and September 30, 1899, to and in the railway property of the West End Street Railway Company by the Boston Elevated Railway Company, under and in accordance with the terms of the lease between the parties.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 25, 1900.

South Shore & Boston Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the South Shore & Boston Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$175,000, in addition to its present authorized capital of \$690,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$175,000 has been duly authorized by vote of the stockholders; that the purposes of the proposed issue are lawful and consistent with the public interests; and that an increase in capital stock to the amount of \$175,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out such purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase in the capital stock of the South Shore & Boston Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 1,750 in number, amounting in par value to \$175,000, the proceeds of said stock to be applied only as follows: —

1. The proceeds of shares not exceeding 1,000 in number, amounting at par value to \$100,000, shall be applied toward the payment and capitalization of the outstanding floating indebtedness incurred in the construction and equipment of the railway system now owned and operated by the petitioner.

2. The proceeds of shares not exceeding 550 in number, amounting at par value to \$55,000, shall be applied to the necessary cost of additional overhead electric equipment.

3. The proceeds of shares not exceeding 200 in number, amounting at par value to \$20,000, shall be applied to the necessary cost of additional electric and other car equipment and the construction of additional track and car barn in East Weymouth.

And it is determined, That the market value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 25, 1900.

Citizens' Electric Street Railway Company — Increase and Issue of Capital Stock.

In the matter of the petition of the Citizens' Electric Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$190,000, for the purpose of providing means for the payment of the purchase price of the property and franchises of the Newburyport & Amesbury Horse Railroad Company, —

It appearing, after hearing, that the petitioner has been duly incorporated under the provisions of chapter 304, Acts of 1899, with an authorized capital stock of \$190,000; that it has purchased, under the authority of the above named statute, the property and franchises of the Newburyport & Amesbury Horse Railroad Company; that an issue of capital stock to the amount of \$190,000 is reasonably requisite and necessary for the purpose of providing for the payment of the purchase price of said property; and that the purpose for which such issue of capital stock is proposed is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Citizens' Electric Street Railway Company, subject to all the provisions of law applicable thereto, of shares of capital stock not exceeding 1,900 in number, amounting at par value to \$190,000, the proceeds of said shares to be applied only toward the payment of the necessary cost of the purchase of the property and franchises of the Newburyport & Amesbury Horse Railroad Company.

Said shares are to be issued to the subscribers to the capital stock

of the petitioner or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 26, 1900.

Northampton & Amherst Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Northampton & Amherst Street Railway Company for the approval by the Board of an issue of first mortgage bonds for the purpose of providing means for construction and equipment and for funding the floating debt of this company that has been incurred for construction and for the purchase of such real and personal estate as has been necessary and convenient for the operation of the company's road or for any other legal purpose that may be authorized by the Board, —

It appearing, after public notice and hearing, and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$75,000 has been duly authorized by the vote of the stockholders of the company; that the purpose for which it is proposed to issue such bonds is lawful and such issue consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$60,000 is reasonably requisite for the purposes for which such issue is authorized; and that with the issue of bonds as proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue, subject to all provisions of law applicable thereto, of coupon or registered mortgage bonds by the Northampton & Amherst Street Railway Company, to an amount not exceeding at par value \$60,000, payable at periods not exceeding twenty years from the date thereof, bearing interest at a rate not exceeding five per cent per annum and secured by a first mortgage of the railway, equipments, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied as follows : —

1. The proceeds of bonds amounting at par value to \$57,500 shall be applied toward funding the floating indebtedness of the company

incurred in the necessary cost of constructing and equipping its railway.

2. The proceeds of bonds amounting at par value to \$2,500 shall be applied to the necessary cost of the abolition of the grade crossing in the town of Hadley.

Any excess of the proceeds of said bonds over and above the amounts required for the purposes aforesaid which may be derived from premiums shall be applied to the further reduction of the floating indebtedness of the company.

Attest :

WM. J. McCULLOUGH,
Assistant Clerk.

AUGUST 1, 1900.

South Shore & Boston Street Railway Company — Sale of New Shares at Auction.

In the matter of the application of the South Shore & Boston Street Railway Company relative to the sale at auction of 44 shares of the capital stock of said company which were authorized to be issued by the Board by its order dated July 25, 1900, and which have been offered to the stockholders as required by law, but which have not been taken by the stockholders entitled to the same, — it is

Ordered, That the 44 shares unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder at not less than their par value in cash ; and that the Boston “Daily Advertiser,” Brockton “Times” and Quincy “Ledger” be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest :

WM. A. CRAFTS,
Clerk.

SEPTEMBER 1, 1900.

West Roxbury & Roslindale Street Railway Company — Sale of New Share at Auction.

In the matter of the application of the West Roxbury & Roslindale Street Railway Company relative to the sale at auction of 21/43 of a share of the capital stock of said company which was authorized to be issued by the Board by its order dated February 7, 1900, and which has been offered to the stockholders as required by law, but which has not been taken by the stockholders entitled to the same, — it is

Ordered, That the 21/43 of a share unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder at not less than its par value in cash ; and that the Boston “Daily Advertiser,” Boston “Journal” and Boston “Evening Tran-

script" be prescribed as the daily newspapers in which notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest:

WM. A. CRAFTS,

Clerk.

SEPTEMBER 1, 1900.

Pittsfield Electric Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Pittsfield Electric Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$60,000, in addition to its present authorized capital of \$80,000, for the purpose of providing for the payment of the necessary cost of certain railway construction and equipment, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$60,000 has been duly authorized by a vote of the stockholders; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$60,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out said purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Pittsfield Electric Street Railway Company by the issue, subject to all provisions of law applicable thereto, of additional shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of said stock to be applied only as follows: —

1. The proceeds of shares of stock not exceeding 410 in number, amounting at par value to \$41,000, shall be applied to the payment of the necessary cost of the construction of track and overhead system upon locations duly granted to the company upon North, West and South streets, in the city of Pittsfield, as set forth in the petition.

2. The proceeds of shares of stock not exceeding 90 in number, amounting at par value to \$9,000, shall be applied to the payment of the necessary cost of the purchase of additional rolling stock for use upon the railway of the company.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred and twenty dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

SEPTEMBER 19, 1900.

Bristol County Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Bristol County Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$120,000, for the purpose of providing the means of payment for the building and equipping of its street railway, —

It appearing, after public notice and hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$120,000 ; that said capital stock has been duly subscribed ; that an issue of capital stock to the amount of \$120,000 is reasonably requisite and necessary for the purpose for which the same is authorized ; and that such purpose is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Bristol County Street Railway Company, subject to all provisions of law applicable thereto, of shares of capital stock not exceeding 1,200 in number, amounting at par value to \$120,000, the proceeds of said shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock of said company as above fixed has been actually paid in cash.

Attest :

WM. A. CRAFTS,

Clerk.

SEPTEMBER 19, 1900.

Pembroke Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Pembroke Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$20,000, for the purpose of providing the means of payment for the building and equipping of its street railway, —

It appearing, after public notice and hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$20,000 ; that said capital stock has been duly subscribed ; that an issue of capital stock to the amount of \$20,000 is reasonably requisite and necessary for the purpose for which the same is authorized ; and that such purpose is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Pembroke Street Railway Company, subject to all provisions of law applicable thereto, of shares of capital stock not

exceeding 200 in number, amounting at par value to \$20,000, the proceeds of said shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock of said company as above fixed has been actually paid in cash.

Attest:

WM. A. CRAFTS,
Clerk.

SEPTEMBER 27, 1900.

Brockton & Plymouth Street Railway Company—Issue of Capital Stock.

In the matter of the petition of the Brockton & Plymouth Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$150,000, for the purpose of providing the means of payment for the building and equipping of its street railway, —

It appearing, after public notice and hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$150,000; that said capital stock has been duly subscribed; that an issue of capital stock to the amount of \$150,000 is reasonably requisite and necessary for the purpose for which the same is authorized; and that such purpose is lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Brockton & Plymouth Street Railway Company, subject to all provisions of law applicable thereto, of shares of capital stock not exceeding 1,500 in number, amounting at par value to \$150,000, the proceeds of said shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock of said company as above fixed has been actually paid in cash.

Attest:

WM. A. CRAFTS,
Clerk.

SEPTEMBER 27, 1900.

Springfield Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Springfield Street Railway Company for the approval by the Board of an issue of capital stock, in addition to its present authorized capital, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional shares of capital stock to the number of 7,500, amounting at par value to \$750,000, has been duly authorized by vote of the stockholders; that the purposes of the proposed issue of capital stock are lawful and consistent with the public interests; and that an increase in the capital stock which shall realize \$850,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out such purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Springfield Street Railway Company by the issue of additional shares of capital stock not exceeding 5,000 in number, amounting at par value to \$500,000, the proceeds of said stock to be applied only as follows: —

1. The proceeds of shares of stock not exceeding 2,941 in number, amounting at par value to \$294,100, shall be applied to the payment and capitalization of existing bonded indebtedness of the company incurred in the construction and equipment of its railway or in the purchase of real and personal property necessary and convenient for the operation thereof.

2. The proceeds of shares of stock not exceeding 914 in number, amounting at par value to \$91,400, shall be applied to the payment and capitalization of existing floating indebtedness of the company incurred in the construction and equipment of its railway or in the purchase of real and personal property necessary and convenient for the operation thereof.

3. The proceeds of shares of stock not exceeding 400 in number, amounting at par value to \$40,000, shall be applied toward the payment of the necessary cost of construction and overhead equipment of the proposed railway extension into Agawam.

4. The proceeds of shares of stock not exceeding 445 in number, amounting at par value to \$44,500, shall be applied to the necessary cost of the purchase of additional rolling stock.

5. The proceeds of shares of stock not exceeding 300 in number, amounting at par value to \$30,000, shall be applied to the necessary cost of the proposed enlargement of the power plant of the company.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders is one hundred and seventy dollars per share.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

SEPTEMBER 28, 1900.

Holyoke Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Holyoke Street Railway Company for the approval by the Board of an issue of capital stock, in addition to its present authorized capital, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional shares of capital stock to the number of 2,000, amounting at par value to \$200,000, has been duly authorized by vote of the stockholders; that the purposes of the proposed issue of capital stock are lawful and consistent with the public interests; and that an increase in the capital stock which shall realize \$300,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out such purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Holyoke Street Railway Company by the issue of additional shares of capital stock not exceeding 2,000 in number, amounting at par value to \$200,000, the proceeds of said stock to be applied only as follows : —

1. The proceeds of shares of stock not exceeding 1,750 in number, amounting at par value to \$175,000, shall be applied to the payment and capitalization of floating indebtedness of the company incurred in the construction and equipment of its railway or in the purchase of real and personal property necessary and convenient for the operation thereof.

2. The proceeds of shares of stock not exceeding 250 in number, amounting at par value to \$25,000, shall be applied to the proposed necessary expenditures upon the Cabot Street bridge and the Main Street bridge and in the construction and overhead equipment of the proposed Pleasant Street and Northampton extensions of the railway of the company.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders is one hundred and fifty dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

OCTOBER 5, 1900.

Citizens' Electric Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Citizens' Electric Street Railway Company for the approval by the Board of an issue of capital stock, in addition to its present authorized capital, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional shares of capital stock to the number of 100, amounting at par value to \$10,000, has been duly authorized by vote of the stockholders; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests; and that an increase in the capital stock which shall realize \$10,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Citizens' Electric Street Railway Company by the issue of additional shares of capital stock not exceeding 100 in number, amounting at par value to \$10,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of the company incurred in the construction and equipment of its railway or in the purchase of real and personal property necessary and convenient for the operation thereof.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders is one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 12, 1900.

Holyoke Street Railway Company — Issue of Coupon Bonds.

In the matter of the petition of the Holyoke Street Railway Company for the approval by the Board of an issue of coupon bonds, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed desirable, that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes, and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of coupon bonds to the amount of \$85,000 has been duly authorized by the vote of the stockholders of the company and is reasonably requisite for the purposes for which such issue is authorized; and that with the issue of bonds as proposed the outstanding securities of said company will

not exceed the amount of its capital stock actually paid in cash ; that the purposes for which it is proposed to issue such bonds are lawful and such issue consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon bonds by the Holyoke Street Railway Company to an amount not exceeding at par value \$85,000, payable at periods not exceeding twenty years from the date thereof, bearing interest at the rate of five per cent per annum.

The proceeds of said bonds shall be applied only as follows : —

1. The proceeds of bonds to an amount not exceeding at par value \$20,000 shall be applied to the necessary cost of construction of grade crossings upon the Northampton extension of the railway of the company.

2. The proceeds of bonds to an amount not exceeding at par value \$49,000 shall be applied to the necessary cost of the purchase of additional rolling stock for use upon the railway of the company.

3. The proceeds of bonds to an amount not exceeding at par value \$8,000 shall be applied toward the proposed necessary expenditures upon the Cabot Street bridge and Main Street bridge and toward the necessary cost of the proposed^d construction and equipment of the Pleasant Street and Northampton extensions of the railway of the company.

4. The proceeds of bonds to an amount not exceeding at par value \$8,000 shall be applied to the necessary cost of the proposed car house and coal pockets.

Any excess in the proceeds of said bonds over and above the amounts required for the purposes aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions in and to the street railway property.

Attest :

WM. A. CRAFTS,

Clerk.

OCTOBER 12, 1900.

Lowell & Suburban Street Railway Company — Removal of Limitations in Respect to Payment of Dividends.

In the matter of the petition of the Lowell & Suburban Street Railway Company for the removal of certain restrictions imposed upon it under the orders of this Board, —

It appearing, upon an examination of the assets and liabilities of the petitioner, that the impairment in the capital of the petitioner, in consequence of which, under the orders of the Board dated respectively September 25, 1896, and February 16, 1897, a limitation was placed upon the amount of dividends to be declared and paid by it has been made good, — it is

Ordered, That the limitations in respect to payment of dividends imposed upon the Lowell & Suburban Street Railway Company under the above named orders of this Board, be hereby removed.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

NOVEMBER 6, 1900.

Lynn & Boston Railroad Company — Increase and Issue of Capital Stock and Market Value of New Shares.

Petition of Lynn & Boston Railroad Company for the Approval of an Issue of Capital Stock amounting to \$1,500,000, in Addition to its Present Authorized Outstanding Capital Stock of \$2,271,000.

In accordance with public notice, several hearings were given upon this petition, at which the company was represented by its officers and counsel and certain holders of bonds of the Lynn & Boston Railroad Company were present as remonstrants in person and with counsel.

An examination of the assets and liabilities of this company, together with a careful inquiry into the character, condition and value of its railway property, aided by appraisals by experts and personal inspection by an inspector of this Board, shows an impairment of capital amounting to approximately \$1,250,000. This impairment is not of recent creation. It is due for the most part to the great expense of the change in system from horse to electric motive power, — a change made at a time when the necessary cost was very much greater than it has since been, — and to the purchase of the Naumkeag Street Railway property at a purchase price far in excess of the value of the property purchased.

The result of the thorough inspection of this railway property is in many respects very gratifying. While the equipment still includes a large number of old horse cars transformed into electric cars, antiquated car barns and undesirable power stations, it is clear that the management, during the last two years at least, has been a progressive one, and that a wise policy of improvement has marked the administration of affairs. This is seen in the addition to the rolling stock of 119 new cars of a late and approved type, in the condition of roadbed and overhead system, in the replacement of fifteen miles of old track with heavy girder rails, and in the construction of about eight miles of track with ninety-pound T rails, a construction of similar quality to that of steam railroads. These expenditures have been accompanied by a reduction of dividend from eight to six per cent. All this is certainly in accord with sound methods of railway operation, and a policy that necessarily inures to the benefit of bondholders in the enhanced value of their security. There is apparently

no reason to believe that the permanent worth of this property is in jeopardy from the improper attempt of stockholders to realize large and unwarranted returns from immediate dividends.

From the figures furnished through appraisal, new property and betterments in the old property of the company, to the amount of \$789,000, appear to have been made since the last issue of capital stock in 1896. The cost of these improvements is represented in certain outstanding coupon notes and floating indebtedness.

The present authorized outstanding capital stock of the company is \$2,271,000, and its bonded indebtedness is \$5,774,000. This striking disparity between capital stock and bonds is the result of special legislation, in marked contrast with the general policy of the law which limits the issue of bonds to the amount of outstanding capital stock.

The issue by this company of coupon notes for a long term of years has been the subject of adverse criticism. Such notes to the amount of \$940,000 have been issued, and the existing contract in relation to them calls for a further issue to the amount of \$310,000.

The purposes of the proposed increase in capital stock include the payment and retirement of coupon notes, the refunding of a certain issue of bonds, amounting to \$161,000, and the providing of means for making additions to the present rolling stock and for constructing new and altering old barns and power stations.

The Board is of the opinion that these purposes are lawful and consistent with the public interest; that the issue of additional capital stock in the several amounts hereinafter named is reasonably requisite to enable the company to carry them out in good faith; and that such issue, having been duly authorized by stockholders, should be approved under the conditions and in connection with the recommendations hereinafter made.

The Board is of the opinion that the special legislation enacted in favor of this company in chapter 517, Acts of 1894, exempts it from the provisions of chapter 366, Acts of 1887, as amended by chapter 409, Acts of 1896, relating to companies with impaired capital. The Board, however, in approving this issue of capital stock recommends that the company continue to limit its dividends to six per cent per annum until the impairment of capital shall have been made good, in the firm belief that the carrying out of the work of improvement necessary to bring the railway property to a proper standard of excellence demands such a policy, and that no other course is justifiable.

In authorizing the issue of capital stock for the purpose of paying and taking up coupon notes, the Board acts upon the understanding with the company that the existing contract, under the terms of which coupon notes to the amount of \$310,000 are yet to be issued, shall be cancelled. It is accordingly

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Lynn & Boston Railroad Company by the issue of additional shares of capital stock not exceeding 10,160 in number, amounting at par value to \$1,016,000, the proceeds of said stock to be applied only as follows :—

1. The proceeds of shares of stock not exceeding 1,240 in number, amounting at par value to \$124,000, shall be applied to the refunding at par value of certain outstanding bonds heretofore issued under the order of this Board dated October 9, 1894, and amounting at par value to \$161,200.

2. The proceeds of shares of stock not exceeding 6,070 in number, amounting at par value to \$607,000, shall be applied to the payment and funding at par value of outstanding coupon notes amounting at par value to \$789,100.

3. The proceeds of shares of stock not exceeding 540 in number, amounting at par value to \$54,000, shall be applied to the necessary cost of the purchase of additional rolling stock.

4. The proceeds of shares of stock not exceeding 1,380 in number, amounting at par value to \$138,000, shall be applied to the necessary cost of improvements in the power station at Salem to be incurred in alteration of building and purchase of additional equipment.

5. The proceeds of shares of stock not exceeding 290 in number, amounting at par value to \$29,000, shall be applied to the necessary cost of improvements in the power station at Wakefield, to be incurred in alteration of building and purchase of additional equipment.

6. The proceeds of shares of stock not exceeding 210 in number, amounting at par value to \$21,000, shall be applied to the necessary cost of the Essex Falls transmission line and equipment.

7. The proceeds of shares of stock not exceeding 140 in number, amounting at par value to \$14,000, shall be applied to the necessary cost of equipment for sub-station at Essex Falls.

8. The proceeds of shares of stock not exceeding 290 in number, amounting at par value to \$29,000, shall be applied to the necessary cost of new building and equipment of sub-station at Gloucester.

Any excess in the proceeds of said stock over and above the amounts required for the purposes aforesaid shall be applied to the payment for permanent improvements and additions to the street railway property.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders is one hundred and thirty dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

Brockton Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Brockton Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$400,000, in addition to its present authorized capital of \$2,312,400, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$400,000 has been duly authorized by a vote of the stockholders; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$400,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out said purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Brockton Street Railway Company by the issue of additional shares of capital stock not exceeding 3,636 in number, amounting at par value to \$363,600, the proceeds of said stock to be applied only toward the payment and capitalization of existing floating indebtedness of the company incurred in the construction and equipment of its railway and in the purchase of real and personal property necessary and convenient for the operation thereof —;

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred and ten dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 9, 1900.

Woronoco Street Railway Company—Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Woronoco Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$100,000, in addition to its present authorized capital of \$150,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$100,000 has been duly authorized by a vote of the stockholders; that the purposes of the proposed issue of capital stock are lawful and consistent with the public interests; and that an increase in capital stock to an amount

which shall realize \$100,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out said purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Woronoco Street Railway Company by the issue of additional shares of capital stock not exceeding 1,000 in number, amounting at par value to \$100,000; the proceeds of said stock to be applied only to the following purposes:—

1. The proceeds of shares of stock not exceeding 170 in number, amounting at par value to \$17,000, shall be applied to the payment and capitalization of floating indebtedness of the company incurred in the construction and equipment of its railway or in the purchase of real and personal property necessary and convenient for the operation thereof.

2. The proceeds of shares of stock not exceeding 830 in number, amounting at par value to \$83,000, shall be applied to the payment of the necessary cost of construction and equipment of the proposed extension of the railway of the petitioner upon locations duly granted to it in the town of Westfield.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders is one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 22, 1900.

Palmer & Monson Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Palmer & Monson Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$135,000, in addition to its present authorized capital of \$60,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$135,000 has been duly authorized by a vote of the stockholders; that the purposes of the proposed issue of capital stock are lawful and consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$135,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out said purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Palmer & Monson Street Railway

Company by the issue of additional shares of capital stock not exceeding 1,350 in number, amounting at par value to \$135,000, the proceeds of said stock to be applied only toward the payment and capitalization of existing floating indebtedness of the company incurred in the construction and equipment of its railway and in the purchase of real and personal property necessary and convenient for the operation thereof, and the payment of the amount of \$18,800 as the purchase price of certain real estate, the acquisition of which has been duly approved by the Board for the purpose of a pleasure resort.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest:

WM. A. CRAFTS,
Clerk.

NOVEMBER 22, 1900.

Amherst & Sunderland Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Amherst & Sunderland Street Railway Company for the approval by the Board of an issue of capital stock to the amount of \$26,000, in addition to its present authorized capital of \$22,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$26,000 has been duly authorized by a vote of the stockholders; that the purposes of the proposed issue of capital stock are lawful and consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$26,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out said purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Amherst & Sunderland Street Railway Company by the issue of additional shares of capital stock not exceeding 260 in number, amounting at par value to \$26,000, the proceeds of said stock to be applied only toward the payment and capitalization of certain floating indebtedness of the company incurred in the construction and equipment of its railway and in the purchase of real and personal property necessary and convenient for the operation thereof, and toward the payment and capitalization of the necessary cost of building and equipping the extension of the railway of the company into the town of Sunderland upon locations duly granted.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 3, 1900.

Citizens' Electric Street Railway Company — Issue of Mortgage Bonds.

In the matter of the petition of the Citizens' Electric Street Railway Company for the approval by the Board of an issue of mortgage bonds to the amount of \$240,000, —

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the company, and upon such further investigation as was deemed necessary, that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeded the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$230,000 is reasonably requisite for the purposes for which such issue has been duly authorized by vote of the stockholders of the company; that the proposed issue of bonds is lawful and consistent with the public interests; and that with the issue of bonds as proposed the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered mortgage bonds by the Citizens' Electric Street Railway Company to an amount not exceeding at par value \$230,000, payable at periods not exceeding twenty years from the date thereof, bearing interest at a rate not exceeding five per cent per annum and secured by a mortgage of the railway, equipments, franchise and other real and personal property of the company.

1. The proceeds of bonds to the amount of \$198,000 at par value shall be applied exclusively toward the funding of the floating indebtedness of said company incurred in the necessary cost of construction and equipment of its railway and in the necessary cost of the construction and equipment of the Plum Island Electric Street Railway the payment of which has been assumed by the petitioner.

2. The proceeds of bonds amounting at par value to \$21,000 shall be applied exclusively to the payment of the necessary cost of additions to the power plant of said company.

3. The proceeds of bonds amounting at par value to \$11,000 shall be applied exclusively to the payment of the necessary cost of additional rolling stock for use upon the railway of said company.

Any excess of the proceeds of said bonds over and above the amount required for the purposes above named which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 23, 1900.

Blue Hill Street Railway Company — Issue of Capital Stock.

In the matter of the petition of the Blue Hill Street Railway Company for the approval by the Board of an issue of original capital stock to the amount of \$150,000, for the purpose of providing the means of payment of the cost of building and equipping its street railway, —

It appearing, after public notice and hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$150,000; that said capital stock has been duly subscribed; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests; and that an issue of capital stock to the amount of \$150,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out said purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Blue Hill Street Railway Company of shares of original capital stock not exceeding 1,500 in number, amounting at par value to \$150,000, the proceeds of said shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock of said company as above fixed has been actually paid in cash.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 18, 1900.

Natick & Needham Street Railway Company — Issue of Capital Stock.

Upon the petition of the Natick & Needham Street Railway Company for the approval of an issue of original capital stock, —

It appearing, after public notice and hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$50,000; that said capital stock has been duly sub-

scribed ; that the proposed issue of capital stock is for a lawful purpose and is consistent with the public interests ; and that an issue of capital stock to the amount of \$50,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Natick & Needham Street Railway Company of shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest :

WM. A. CRAFTS,
Clerk.

DECEMBER 18, 1900.

Brockton & Plymouth Street Railway Company — Increase and Issue of Capital Stock and Market Value of New Shares.

In the matter of the petition of the Pembroke Street Railway Company, now, by change of name, the Brockton & Plymouth Street Railway Company, for the approval by the Board of an issue of capital stock to the amount of \$80,000, in addition to its present authorized capital of \$270,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$25,000 has been duly authorized by a vote of the stockholders ; that the purpose of the proposed issue of capital stock is lawful and consistent with the public interests ; and that an increase in capital stock to an amount which shall realize \$25,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out said purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Brockton & Plymouth Street Railway Company by the issue of additional shares of capital stock not exceeding 250 in number, amounting at par value to \$25,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of the Brockton & Plymouth Street Railway Company incurred in the necessary cost of construction and equipment of its railway or of the railways which it has

acquired and the indebtedness of which it has assumed, with the approval of this Board, or in the necessary cost of real and personal estate required for their operation.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

DECEMBER 20, 1900.

Brockton & Plymouth Street Railway Company — Issue of Mortgage Bonds.

Upon the petition of the Pembroke Street Railway Company, now the Brockton & Plymouth Street Railway Company, by change of name, for the approval of an issue of mortgage bonds to the amount of \$270,000, —

It appearing, after public notice and hearing and upon an examination of the assets and liabilities of the company, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$270,000 has been duly authorized by the vote of the stockholders of the company; that the proposed issue of bonds is for a lawful purpose and consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$235,000 is reasonably requisite for the purposes for which such issue is authorized; and that with the proposed issue of bonds the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered mortgage bonds by the Brockton & Plymouth Street Railway Company to an amount not exceeding at par value \$235,000, said bonds to be payable at periods not exceeding twenty years from the date thereof and to bear interest at a rate not exceeding five per cent per annum and to be secured by a mortgage of the railway equipments, franchise and other real and personal property of the company, such mortgage being subject only to an existing mortgage of the real and personal property of the Plymouth & Kingston Street Railway Company executed to secure an issue of mortgage bonds to the amount of \$35,000, the issue of which bonds was duly approved by the Board in its order dated May 22, 1890.

1. The proceeds of bonds amounting at par value to \$170,000 shall

be applied only to the payment and funding of floating indebtedness of the Brockton & Plymouth Street Railway Company incurred in the necessary cost of construction and equipment of its railway or of the railways which it has acquired and the indebtedness of which it has assumed, with the approval of this Board, or in the necessary cost of real and personal estate required for their operation.

2. The proceeds of bonds amounting at par value to \$65,000 shall be applied only to the payment of the necessary cost of additional rolling stock and electric equipment and of permanent improvements in the street railway property.

Any excess in the proceeds of said bonds over and above the amount required for the purposes aforesaid which may be derived from premiums shall be applied to the payment for other permanent improvements and additions to the street railway property.

Attest: WM. A. CRAFTS,

Clerk.

DECEMBER 20, 1900

EXTENSIONS OF FRANCHISE.

Medfield & Medway Street Railway Company — Extension into Franklin.

In the matter of the application of the Medfield & Medway Street Railway Company for authority to extend its railway into the town of Franklin, —

It appearing, after public notice and hearing, that said street railway company has been duly authorized to construct, maintain and operate a street railway in the town of Medway, and that it has constructed and is now operating its railway therein; that the extension of such railway into the adjoining town of Franklin may promote the convenience of public travel and is not inconsistent with the public interests, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Medfield & Medway Street Railway Company into the town of Franklin, subject to the provisions of the general laws relating to the location, construction and operation of street railways.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 4, 1900.

Palmer & Monson Street Railway Company — Extension into Ware.

In the matter of the application of the Palmer & Monson Street Railway Company for authority to extend its railway into the town of Ware, —

It appearing, after public notice and hearing, that said street railway company has been duly authorized to construct, maintain and operate, and that it has constructed and is now operating a street railway in the town of Palmer; that the extension of such railway into the adjoining town of Ware may promote the convenience of public travel and is not inconsistent with the public interests, —

The Board hereby certify that in their opinion the public convenience requires the granting of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the

Palmer & Monson Street Railway Company into the town of Ware, subject to the provisions of the general laws conferring jurisdiction over and relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,
Clerk.

MAY 29, 1900.

Blue Hill Street Railway Company — Extension into Norwood.

In the matter of the application of the Blue Hill Street Railway Company for authority to extend its railway into the town of Norwood, —

It appearing, after public notice and hearing, that said street railway company has been duly authorized to construct, maintain and operate a street railway in the town of Canton, and that it has constructed and is now operating its railway therein; and that the extension of such railway into the adjoining town of Norwood might promote the convenience of public travel, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Blue Hill Street Railway Company into the town of Norwood, subject to the provisions of the general laws relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,
Clerk.

JULY 6, 1900.

Palmer & Monson Street Railway Company — Extension into Wilbraham.

In the matter of the application of the Palmer & Monson Street Railway Company for authority to extend its railway into the town of Wilbraham, —

It appearing, after public notice and hearing, that said street railway company has been duly authorized to construct, maintain and operate a street railway in the towns of Palmer and Monson, and that it has constructed and is now operating its railway therein; that the extension of such railway into the adjoining town of Wilbraham may promote the convenience of public travel and is not inconsistent with the public interests, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Palmer

& Monson Street Railway Company into the town of Wilbraham, subject to the provisions of the general laws relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,
Clerk.

JULY 9, 1900.

Springfield Street Railway Company—Extension into Agawam.

In the matter of the application of the Springfield Street Railway Company for authority to extend its railway into the town of Agawam, —

It appearing, after public notice and hearing, that said street railway company has been duly authorized to construct, maintain and operate a street railway in the city of Springfield, and that it has constructed and is now operating its railway therein; that an extension of such railway into the adjoining town of Agawam may promote the convenience of public travel and is consistent with the public interests, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority, under the provisions of chapter 501, Acts of 1896, for an extension of the railway of the Springfield Street Railway Company into the town of Agawam, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,
Clerk.

JULY 11, 1900.

Lexington & Boston Street Railway Company—Extension into Carlisle and Chelmsford.

In the matter of the application of the Lexington & Boston Street Railway Company for authority to extend its railway into the towns of Carlisle and Chelmsford, —

It appearing, after public notice and hearing, that said street railway company has been duly authorized to construct, maintain and operate a street railway in the towns of Bedford and Billerica, and that it has constructed and is now operating its railway therein; that the extension of such railway into the adjoining towns of Carlisle and Chelmsford may promote the convenience of public travel and be for the public interest, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the

Lexington & Boston Street Railway Company into the towns of Carlisle and Chelmsford, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 1, 1900.

Lexington & Boston Street Railway Company — Extension into Burlington.

In the matter of the application of the Lexington & Boston Street Railway Company for authority to extend its railway into the town of Burlington, —

It appearing, after public notice and hearing, that said street railway company has been duly authorized to construct, maintain and operate a street railway in the towns of Bedford and Lexington, and that it has constructed and is now operating its railway therein; that the extension of such railway into the adjoining town of Burlington may promote the convenience of public travel and be for the public interest, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Lexington & Boston Street Railway Company into the town of Burlington, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 1, 1900.

Lexington & Boston Street Railway Company — Extension into Lincoln.

Application of the Lexington & Boston Street Railway Company for a certificate that the public convenience requires an extension of its railway into the town of Lincoln: —

This proceeding is under chapter 501, Acts of 1896, which practically authorizes the Board to confer upon the selectmen of a town jurisdiction over the petitions of certain street railway companies which they would otherwise have no right to act upon. The statute in effect provides a convenient substitute for special legislation.

The question of street railway franchises recently became a topic of lively interest in the town of Lincoln. Two street railway companies coveted locations in the streets of the town. One of them, the Concord & Boston Street Railway Company, in process of organi-

zation under the general law, applied, as it had the right, to the selectmen for a grant. The other, the Lexington & Boston Street Railway Company, which was then operating a railway in an adjoining town, though it had no legal standing before the selectmen, also applied for a grant. If at this point the last named company had been before this Board seeking authority to prosecute its petition before the selectmen, such authority would have been given. It would have been clearly in the public interest that the selectmen should be clothed with full power to deal with both petitions. But it seems that without first applying to this Board for a certificate under the statute it pressed its petition before the selectmen to a hearing upon the merits, and, after a full discussion and consideration of the whole matter, the selectmen early in November decided, upon other than technical grounds, that the public convenience and necessity did not require any grant of locations for street railway tracks in the public streets. Accordingly, they voted to dismiss the petitions of both companies. This action of the selectmen, which was not made public until within a few days, is not before us for revision, and it is not necessary for us to express any opinion upon it or the reasons given for it. It is enough that, under existing conditions, a grant of authority to the Lexington & Boston Street Railway Company to extend its railway into Lincoln would at the present time be of no practical value to the company or to the public. Therefore, without prejudice to the petitioner should there be good ground in the future for a renewal of its request, it is

Ordered, That a certificate upon the application now before us be refused.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 12, 1900.

Milford, Holliston & Framingham Street Railway Company—Extension into Hopkinton.

In the matter of the application of the Milford, Holliston & Framingham Street Railway Company for a certificate of authority to extend its railway into the town of Hopkinton, —

It appearing, after public notice and hearing, that said street railway company has been duly authorized to construct, maintain and operate a street railway in the towns of Milford and Holliston, and that it has constructed and is now operating its railway therein; that the extension of such railway into the adjoining town of Hopkinton may promote the convenience of public travel and be for the public interest, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority, under the provisions of chapter 501, Acts of 1896, for the extension of the railway of the Milford, Holliston & Framingham Street Railway Company into the town of Hopkinton, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 19, 1900.

GRADE CROSSINGS OF RAILROADS BY STREET RAILWAYS.

Petition of Medfield & Medway Street Railway Company for Consent to Grade Crossing of New York, New Haven & Hartford Railroad, on Main Street in Medfield.

In the matter of the petition of the Medfield & Medway Street Railway Company for the consent of the Board to the construction by said company of a street railway across the tracks of the Northern Division of the New York, New Haven & Hartford Railroad Company, at the same level therewith, at a point in the public way known as Main Street, in the town of Medfield, as shown upon a plan filed with said petition, —

It appearing, after public notice and hearings and a view of the premises, that the said street railway company has been duly granted and has duly accepted a location for its street railway tracks upon said highway, and has proceeded with the construction of such railway; that under existing conditions the public convenience and necessity may be deemed to reasonably require, under suitable limitations and regulations, the maintenance and operation of the railway tracks of the petitioner at the same level with the railroad tracks at this place, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the construction by the said street railway company of a street railway across the railroad tracks at the same level therewith upon Main Street, in the town of Medfield, at the place in question, as shown upon the plan on file in this office, but upon and subject to the following express conditions and regulations:—

1. The street railway company shall construct but one railway track at grade across the railroad tracks at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as may be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing, during all that portion

of each day and night within which it runs cars over said crossing, a competent and reliable man, whose business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching or expected engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board may deem necessary for the public safety and may in writing prescribe.

5. The right of the street railway company to construct and maintain a railway track across the railroad tracks at grade as aforesaid shall cease upon the abolition of said highway grade crossing, and in any event shall cease at the expiration of three years from the date of this order, unless the further consent of the Board or lawful authority therefor shall have been first duly obtained; and the street railway company shall not permit the construction and maintenance of its railway track to interfere with or impede in any way the work of abolishing said highway grade crossing.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification, in accordance with the provisions of chapter 228, Acts of 1892.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 28, 1900.

Petition of New Bedford, Middleborough & Brockton Street Railway Company for Consent to Grade Crossing of New York, New Haven & Hartford Railroad, on Precinct Street in Taunton.

In the matter of the petition of the New Bedford, Middleborough & Brockton Street Railway Company for the consent of the Board, under chapter 426 of the Acts of 1895, to the construction by said company of its railway upon Precinct Street, in the city of Taunton, across the tracks of the steam railroad operated by the New York, New Haven & Hartford Railroad Company, at the same level with the tracks of said railroad company, —

It appearing, after public notice and hearing, that the said crossing at grade can be avoided without unreasonable expense to said street railway company, — it is

Ordered, That the consent of the Board to the petition of the New Bedford, Middleborough & Brockton Street Railway Company for the construction of its tracks at grade across the tracks of the New York,

New Haven & Hartford Railroad Company upon Precinct Street, in the city of Taunton, be, and the same is hereby, refused.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 28, 1900.

Petition of Lexington & Boston Street Railway Company for Consent to Grade Crossing of Boston & Maine Railroad on Loomis Street in Bedford.

In the matter of the petition of the Lexington & Boston Street Railway Company for the consent of the Board to the construction by said company of a street railway across the tracks of the Boston & Maine Railroad in Loomis Street, near the Bedford station, in Bedford, at the same level therewith, as shown upon a plan filed with said petition, —

It appearing, after public notice and hearing and a view of the premises, that the said street railway company has been duly granted and has duly accepted a location for its street railway tracks upon said highway, and has proceeded with the construction of said railway; that under existing conditions the public convenience and necessity may be deemed to reasonably require, under suitable limitations and regulations, the maintenance and operation of the railway tracks of the petitioner at the same level with the railroad tracks at this place, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the construction by the said street railway company of a street railway across the railroad tracks at the same level therewith upon Loomis Street in the town of Bedford, at the place in question, as shown upon a plan on file in this office, but upon and subject to the following express conditions and regulations: —

1. The street railway company shall construct but one railway track at grade across the railroad tracks at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as may be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing, during all that portion of each day and night within which it runs cars over said crossing, a competent and reliable man, whose business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give

warning of any approaching or expected engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board may deem necessary for the public safety and may in writing prescribe.

5. The right of said street railway company to construct and maintain a railway track across the railroad tracks at grade as aforesaid shall cease upon the abolition of said highway grade crossing, and in any event shall cease at the expiration of three years from the date of this order, unless the further consent of the Board or lawful authority therefor shall have been first duly obtained; and the street railway company shall not permit the construction and maintenance of its railway track to interfere with or impede in any way the work of abolishing said highway grade crossing.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification, in accordance with the provisions of chapter 228, Acts of 1892.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

MARCH 9, 1900.

Petition of Brockton Street Railway Company for Extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on Dean Street in Taunton.

On the petition of the Brockton Street Railway Company, after notice and hearing, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the continued maintenance and use of its railway by the Brockton Street Railway Company across the tracks of the New York, New Haven & Hartford Railroad, at a level therewith, in Dean Street in the city of Taunton, subject to the following conditions, restrictions and regulations: —

1. One railway track only shall be maintained at grade across the railroad tracks at this place.

2. The street railway company shall, in addition to other precautions and safeguards required by law or rules and regulations, at its own cost maintain at said crossing, during that part of each day and night within which it runs cars over such crossing, a competent and reliable man, whose business it shall be to see that said crossing and the overhead construction thereat are in good repair and working order, and to keep himself informed of the running time of trains and whether any train is overdue, and to watch for, and give warning of,

any approaching engine, car or train. No street railway car shall cross, or attempt to cross, the railroad tracks except when and as he shall direct.

3. The right to maintain a railway track across the railroad tracks at grade as aforesaid shall cease upon the abolition of the highway grade crossing at this place, and in any event on the fifteenth day of February, 1902; and the maintenance of such crossing shall not be allowed to interfere with, or impede in any way, the work of abolishing said highway grade crossing.

The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification in such manner as the Board may deem necessary for the public safety.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 19, 1900.

*Petition of Georgetown, Rowley & Ipswich Street Railway Company
for Consent to Grade Crossing of Boston & Maine Railroad,
on State Street in Newbury.*

In the matter of the petition of the Georgetown, Rowley & Ipswich Street Railway Company for the consent of the Board to the construction by said company of a street railway across the tracks of the Boston & Maine Railroad, at the same level therewith, at a point in the public way known as State Street, in the town of Newbury, as shown upon a plan filed with said petition, —

It appearing, after public notice and hearing, that said street railway company has been duly granted and has duly accepted a location for its street railway tracks upon said highway, and has proceeded with the construction of said railway; that under existing conditions the public convenience and necessity may be deemed to reasonably require, under suitable limitations and regulations, the maintenance and operation of the railway tracks of the petitioner at the same level with the railroad tracks at this place, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the construction by the said street railway company of its railway across the railroad tracks of the Boston & Maine Railroad, at the same level therewith, upon State Street in the town of Newbury, at the place in question, as shown upon a plan on file in this office, but upon and subject to the following express conditions and regulations: —

1. The street railway company shall construct but one railway track at grade across the railroad tracks at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the

railroad company, or, if the parties do not agree, in such manner as may be prescribed by this Board.

3. Each car upon approaching said crossing shall be stopped within one hundred feet therefrom, and the conductor of such car shall proceed to a point upon the railroad premises from which the best view of approaching trains can be obtained, and shall from such point direct the movement of the car, remaining there until the car shall have passed across the railroad tracks. No street railway car shall cross or attempt to cross the railroad tracks except when and as such conductor shall direct.

4. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board may deem necessary for the public safety and may in writing prescribe.

5. The right of the street railway company to construct and maintain its railway across the railroad tracks at grade as aforesaid shall cease on the first day of January, 1902.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 4, 1900.

Petition of West End Street Railway for Consent to Grade Crossing of Boston & Maine Railroad, on Pleasant Street in Malden, on Davis Square in Somerville, and on Massachusetts Avenue in Arlington.

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the consent of the Board to the construction of certain street railway tracks across the tracks of the Boston & Maine Railroad, at the same level therewith, —

It appearing, after public notice and hearing, that there are already existing in Pleasant Street in the city of Malden, in Davis Square near Holland Street in the city of Somerville, and in Massachusetts Avenue in the town of Arlington, crossings over the railroad track at a level therewith by single railway tracks; that under existing conditions the public convenience and necessity may be deemed to reasonably require that the construction of an additional railway track by the petitioner at the places above named, so that there shall be double railway tracks at these places, should be approved under suitable limitations and regulations, — it is

Ordered, That the consent of the Board be hereby given to the construction and maintenance by the petitioner of an additional street railway track across the tracks of the Boston & Maine Railroad, and at the same level therewith, in Pleasant Street in the city of Malden,

in Davis Square near Holland Street in the city of Somerville, and in Massachusetts Avenue in the town of Arlington, in accordance with plans on file in this office, the construction and maintenance of said crossings to be subject to the following express conditions and regulations :—

1. The crossing shall be constructed and maintained at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as may be prescribed by the Board.

2. The street railway company, in addition to other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossings, during all that portion of each day and night within which it runs cars over said crossings, a competent and reliable man, whose business it shall be to see that the said crossings and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains, and to watch for and give warning of any approaching or expected engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

3. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board may deem necessary for the public safety.

4. The right of the street railway company to construct and maintain such railway tracks across the railroad at grade shall cease upon the abolition of the highway grade crossings at the above named places, and in any event shall cease at the expiration of three years from the date of this order.

Attest :

WM. A. CRAFTS,
Clerk.

APRIL 13, 1900.

Petition of West End Street Railway Company for Consent to Grade Crossing of Railroad Tracks of the United States, on Arsenal Street in Watertown.

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the consent of the Board to the construction and maintenance of its railway across the railroad tracks of the United States in Arsenal Street, in the town of Watertown, at the same level therewith, —

It appearing, after public notice and hearing, that under existing conditions the public convenience and necessity may be deemed to reasonably require a crossing at grade at this place under suitable limitations and regulations, — it is

Ordered, That the consent of the Board be hereby given to the construction and maintenance by the petitioner of its street railway across the railroad tracks of the United States in Arsenal Street, in the town of Watertown, in accordance with plan on file in this office, the construction and maintenance of such crossing to be subject to the following conditions and regulations: —

1. The crossing shall be constructed and maintained at the cost of the street railway company in the most approved manner and to the satisfaction of the War Department of the United States.

2. The street railway company shall from time to time provide and maintain such safeguards or means of protecting said crossing as the Board may deem necessary for the public safety.

3. The right of the street railway company to construct and maintain such railway across the railroad at grade shall cease at the end of five years from the date of this order, or upon the revocation of the license granted to it by the United States, if such shall be revoked within that time.

Attest:

WM. A. CRAFTS,
Clerk.

APRIL 20, 1900.

Petition of the Natick & Needham Street Railway Company for Consent to Grade Crossing of New York, New Haven & Hartford Railroad, on Charles River Street in Needham.

In the matter of the petition of the Natick & Needham Street Railway Company for the consent of the Board to the construction of its railway upon Charles River Street, in the town of Needham, across the tracks of the steam railroad operated by the New York, New Haven & Hartford Railroad Company, at the same level therewith, —

It appearing, after public notice and hearing, that the said crossing at grade can be avoided without unreasonable expense to said street railway company, — it is

Ordered, That the consent of the Board to the petition of the Natick & Needham Street Railway Company for the grade crossing at the place above named be hereby refused.

Attest:

WM. A. CRAFTS,
Clerk.

JUNE 5, 1900.

Petition of Northampton Street Railway Company for Consent to Grade Crossing of Boston & Maine Railroad, at "Ox Bow," so called, in Northampton.

In the matter of the petition of the Northampton Street Railway Company for the consent of the Board to the construction and main-

tenance of a street railway across a certain railroad track in the city of Northampton, at the same level therewith, —

It appearing, after public notice and hearing, that the petitioner has been duly granted and has duly accepted a location for its street railway tracks northerly of Mt. Tom station at "Ox Bow," so called, in the city of Northampton, and has proceeded with the construction of its railway thereon; that under existing conditions the public convenience may be deemed to reasonably require the maintenance of a grade crossing of this street railway over a spur track of the Boston & Maine Railroad used for the purpose of carrying freight to and from the premises of the Connecticut Valley Lumber Company, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its street railway track across the railroad track above described, at the same level therewith, northerly of Mt. Tom station, at "Ox Bow," so called, in the city of Northampton, subject to the following conditions: —

1. There shall be but one street railway track across the railroad track at this place.

2. The crossing shall be constructed by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. Each car upon approaching the crossing shall be stopped within one hundred feet therefrom, and the conductor of the car shall proceed to a point upon the railroad premises from which the best view of approaching trains can be obtained, and shall from such point direct the movement of the car, remaining there until the car shall have passed across the railroad track.

4. The street railway company shall provide and maintain such further safeguards or means of protecting this crossing as the Board may from time to time deem necessary for the public safety and may in writing prescribe.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 20, 1900.

Petition of Lexington & Boston Street Railway Company for Consent to Grade Crossing of Boston & Maine Railroad, on Concord Road in West Bedford.

In the matter of the petition of the Lexington & Boston Street Railway Company for the consent of the Board to the construction and maintenance of a street railway across the tracks of the Boston & Maine Railroad upon Concord Road in West Bedford, at the same level therewith, as shown upon a plan filed with said petition, —

It appearing, after public notice and hearing and a view of the premises, that the petitioner has been duly granted and has duly accepted a location for its street railway tracks upon said highway, and has proceeded with the construction of its railway thereupon; that under existing conditions the public convenience and necessity may be deemed to reasonably require, under suitable limitations and regulations, the temporary maintenance of a grade crossing of street railway and steam railroad tracks at this place, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its street railway tracks across the railroad tracks, at the same level therewith, upon Concord Road in West Bedford, as shown upon a plan on file in this office, subject to the following conditions and regulations: —

1. There shall be but one street railway track across the railroad tracks at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing, during all that portion of each day or night within which it runs cars over said crossing, a competent and reliable man, whose sole business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

3. The street railway company shall from time to time provide and maintain such further safeguards at said crossing as the Board may deem necessary.

5. This right to maintain the railway track across the railroad tracks at grade shall cease upon the abolition of the highway grade crossing, and in any event upon the first day of August, 1901. The consent of the Board to this temporary grade crossing being given in view of the agreement between the street railway company, the railroad company and the town of Bedford for the elimination of the highway grade crossing, and upon the assurance that all proceedings necessary thereto shall be promptly prosecuted, and that the period herein named will be sufficient for the accomplishment of this work, the street railway company is to immediately remove its rails from the railroad location upon said first day of August, 1901, if the work of

eliminating the highway grade crossing shall not have then been completed.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 22, 1900.

Petition of Brockton Street Railway Company for Extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on Turnpike Street in Easton.

On the petition of the Brockton Street Railway Company, after notice and hearing, — it is

Ordered, That the consent of the Board be hereby given to the continued maintenance by the Brockton Street Railway Company of its railway across the tracks of the New York, New Haven & Hartford Railroad Company, at a level therewith, on Turnpike Street in the town of Easton, subject to the express conditions, limitations and restrictions set forth in the order of this Board authorizing the construction and maintenance of such crossing by the Taunton & Brockton Street Railway Company, dated July 15, 1897, until the twentieth day of September, 1900.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

JULY 26, 1900.

Petition of Milford, Attleborough & Woonsocket Street Railway Company for Consent to Grade Crossing of Grafton & Upton Railroad, on South Main Street in Milford.

In the matter of the petition of the Milford, Attleborough & Woonsocket Street Railway Company for the consent of the Board to the construction and maintenance of its street railway across the track of the Grafton & Upton Railroad Company, at the same level therewith, in the town of Milford, —

It appearing, after public notice and hearing and a view of the premises, that the petitioner has been duly granted and has duly accepted a location for its street railway tracks in and upon South Main Street, in the town of Milford, and has proceeded with the construction of its railway upon such location; that under existing conditions the public convenience and necessity may be deemed to reasonably require, under suitable limitations and regulations, the maintenance of a grade crossing of street railway and steam railroad tracks at this place, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its street railway track across the

railroad track, at the same level therewith, in South Main Street in the town of Milford, as shown upon a plan on file in this office, subject to the following conditions and regulations:—

1. There shall be but one street railway track across the railroad track at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards required by law, shall at its own cost place and maintain at said crossing, during all that portion of each day or night within which it runs cars over such crossing, a competent and reliable man, whose business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such further safeguards at said crossing as the Board may deem necessary.

5. The right to maintain the railway track across the railroad track at grade shall cease upon the abolition of the highway grade crossing, and in any event upon the first day of August, 1903. The consent of the Board to this grade crossing is given in view of the provisions of the written agreement between the street railway company, the railroad company and the town of Milford, on file in this office, providing that the grade of the highway shall be changed for a distance of at least one hundred and fifty feet from the crossing, and that the speed of railroad trains approaching the crossing shall be reduced so as not to exceed the rate of seven miles per hour while passing over the crossing.

6. The foregoing conditions, limitations and regulations shall be subject to change and modification from time to time.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 26, 1900.

Petition of Milford, Attleborough & Woonsocket Street Railway Company for Consent to Grade Crossing of New York, New Haven & Hartford Railroad, in Bellingham.

In the matter of the petition of the Milford, Attleborough & Woonsocket Street Railway Company for the consent of the Board

to the construction and maintenance of its street railway across the track of the New York, New Haven & Hartford Railroad Company, at the same level therewith, in the town of Bellingham, —

It appearing, after public notice and hearing and a view of the premises, that the approval of the proposed grade crossing at this place would be inconsistent with the public interests, — it is

Ordered, That the consent of the Board to the petition of the Milford, Attleborough & Woonsocket Street Railway Company for the construction of its railway at grade across the track of the New York, New Haven & Hartford Railroad Company, in North Bellingham in the town of Bellingham, be hereby refused.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 26, 1900.

Petition of Webster & Dudley Street Railway Company for Extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on East Main Street in Webster.

On the petition of the Webster & Dudley Street Railway Company, after hearing, — it is

Ordered, That the consent of the Board be hereby given to the continued maintenance by the Webster & Dudley Street Railway Company of its railway across the tracks of the New York, New Haven & Hartford Railroad Company, at a level therewith, in East Main Street in the town of Webster, subject to the conditions, restrictions and regulations set forth in the order of this Board authorizing the construction of said crossing, and dated July 13, 1898, until the first day of October, 1900.

The consent of the Board to the extension of the right to maintain this grade crossing is granted expressly upon the assurance that the work of completing an overhead method for a crossing of the steam railroad by the street railway shall be completed on or before the first day of October, 1900, and the further understanding that if upon the date above mentioned such overhead crossing shall not have been constructed, the street railway track over the tracks of the railroad shall be removed.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 26, 1900.

Petition of Lawrence & Reading Street Railway Company for Consent to Grade Crossing of Boston & Maine Railroad, on Main Street in North Reading.

In the matter of the petition of the Lawrence & Reading Street Railway Company for the consent of the Board to the construction

and maintenance of a street railway across the track of the Boston & Maine Railroad upon Main Street in North Reading, at the same level therewith, as shown upon a plan filed with said petition, —

It appearing, after public notice and hearing and a view of the premises, that the petitioner has been duly granted and has duly accepted a location for its street railway tracks upon said highway, and has proceeded with the construction of its railway thereupon; that under existing conditions the public convenience and necessity may be deemed to reasonably require, under suitable limitations and regulations, the temporary maintenance of a grade crossing of street railway and steam railroad tracks at this place, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its street railway track across the railroad track, at the same level therewith, upon Main Street in North Reading, as shown upon a plan on file in this office, subject to the following conditions and regulations: —

1. There shall be but one street railway track across the railroad track at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing, during all that portion of each day or night within which it runs cars over said crossing, a competent and reliable man, whose sole business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such further safeguards at said crossing as the Board may deem necessary.

5. This right to maintain the railway track across the railroad track at grade shall cease upon the abolition of the highway grade crossing, and in any event upon the first day of September, 1901. The consent of the Board to this temporary grade crossing being given in view of the agreement between the street railway company, the railroad company and the town of North Reading for the elimination of the highway grade crossing, and upon the assurance that all proceedings necessary thereto shall be promptly prosecuted, and that the

period herein named will be sufficient for the accomplishment of this work, the street railway company is to immediately remove its rails from the railroad location upon said first day of September, 1901, if the work of eliminating the highway grade crossing shall not have then been completed.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification.

Attest: WM. A. CRAFTS,
Clerk.

JULY 30, 1900.

Petition of Brockton Street Railway Company for Extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on Turnpike Street in Easton.

On the petition of the Brockton Street Railway Company, after notice and hearing, — it is

Ordered, That the consent of the Board be hereby given to the continued maintenance by the Brockton Street Railway Company of its railway across the tracks of the New York, New Haven & Hartford Railroad Company, at a level therewith, on Turnpike Street in the town of Easton (subject to the conditions and restrictions named in the order of this Board, dated July 15, 1897, authorizing the construction and maintenance of such crossing), until the first day of July, 1901. The consent of the Board to the right to continue this grade crossing is granted expressly upon the assurance that the work of elimination of the highway grade crossing at this place shall be completed on or before the first day of July, 1901, and the further understanding that if upon the date above named such work of elimination of the highway grade crossing shall not have been completed, the street railway track over the tracks of the railroad at this place shall be removed.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 20, 1900.

Petition of Norton & Taunton Street Railway Company for Extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on Main Street in Norton.

On the petition of the Norton & Taunton Street Railway Company, after notice and hearing, — it is

Ordered, That the consent of the Board be, and the same is hereby, given to the continued maintenance and use of its railway by the Norton & Taunton Street Railway Company, across the tracks of the New York, New Haven & Hartford Railroad, at a level therewith, on Main Street in the town of Norton, subject to the con-

ditions, limitations, restrictions and regulations in respect to said crossing and the manner and use thereof set forth in the order of this Board authorizing the construction of said crossing, dated January 16, 1899 : *provided, however*, that the right of said street railway company to maintain such crossing of said railroad tracks shall cease upon the abolition of said grade crossing, and in any event shall not continue after the first day of December, 1900 ; *provided, further*, that said street railway company shall not allow the maintenance and use of such crossing to interfere with or in any way impede the work of abolishing said grade crossing.

Attest :

WM. A. CRAFTS,
Clerk.

SEPTEMBER 27, 1900.

Petition of Marlborough & Westborough Street Railway for Consent to Grade Crossing of New York, New Haven & Hartford Railroad, on Florence Street in Marlborough.

In the matter of the petition of the Marlborough & Westborough Street Railway Company for the consent of the Board to the construction and maintenance of a street railway across a certain railroad track in the city of Marlborough, at the same level therewith, —

It appearing, after public notice and hearing, that the petitioner has been duly granted and has duly accepted a location for its street railway tracks upon Florence Street, in the city of Marlborough, and has proceeded with the construction of its railway thereon ; that under existing conditions the public convenience may be deemed to reasonably require the maintenance of a grade crossing of this street railway over a spur track of the New York, New Haven & Hartford Railroad Company, used for the purpose of carrying freight to the premises of George A. Howe & Company and A. B. Howe & Company, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its street railway track across the railroad track above described, at the same level therewith, in Florence Street in the city of Marlborough, subject to the following conditions : —

1. There shall be but one street railway track across the railroad track at this place.

2. The crossing shall be constructed by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. Each car upon approaching the crossing shall be stopped within one hundred feet therefrom, and the conductor of the car shall pro-

ceed to a point upon the railroad premises from which the best view of approaching trains can be obtained, and shall from such point direct the movement of the car, remaining there until the car shall have passed across the railroad track.

4. The street railway company shall provide and maintain such further safeguards or means of protecting this crossing as the Board may from time to time deem necessary for the public safety and may in writing prescribe.

Attest :

WM. A. CRAFTS,

Clerk.

OCTOBER 1, 1900.

Petition of Westborough & Worcester Street Railway Company for Consent to Grade Crossing of Grafton & Upton Railroad, on Westborough Street and at Junction of Shrewsbury and Oak streets in Grafton.

In the matter of the petition of the Westborough & Worcester Street Railway Company for the consent of the Board to the construction and maintenance of a street railway across certain railroad tracks in the town of Grafton, at the same level therewith, —

It appearing, after public notice and hearing, that the petitioner has been duly granted and has duly accepted a location for its street railway tracks upon Westborough, Shrewsbury and Oak streets in the town of Grafton, and has proceeded with the construction of its railway thereon; that under existing conditions the public convenience may be deemed to reasonably require the maintenance of grade crossings of this street railway over the tracks of the Grafton & Upton Railroad, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its street railway track across the railroad tracks of the Grafton & Upton Railroad Company in Westborough Street and at the junction of Shrewsbury and Oak streets, in the town of Grafton, subject to the following conditions : —

1. There shall be but one street railway track across the railroad track at each of the above named places.

2. The crossings shall be constructed by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. Each car upon approaching the crossings shall be stopped within one hundred feet therefrom, and the conductor of the car shall proceed to a point upon the railroad premises from which the best view of approaching trains can be obtained, and shall from such point direct the movement of the car, remaining there until the car shall have passed across the railroad track.

4. The street railway company shall provide and maintain such further safeguards or means of protecting these crossings as the Board may from time to time deem necessary for the public safety and may in writing prescribe.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 19, 1900.

Petition of East Taunton Street Railway Company for Consent to Grade Crossing of New York, New Haven & Hartford Railroad, on Middleborough Avenue in Taunton.

Petition of the East Taunton Street Railway Company for the approval by the Board of a crossing by its railway over the railway operated by the New York, New Haven & Hartford Railroad Company, at grade, in Middleborough Avenue in Taunton: —

The general policy of the Commonwealth in respect to crossings of railroads with street railways is prohibitive, but leaves it with the Board of Railroad Commissioners to sanction crossings in particular instances where in their judgment it is deemed to be, under the circumstances of the case, advisable.

The returns of accidents upon steam railroad premises show that the involuntary stopping of electric street cars while crossing railroad locations, by reason of the unexpected burning out of a fuse, temporary loss of power or derangement of some part of the electric equipment, is a matter of frequent occurrence. The risk involved in an accident of this sort at a time when a train moving at no greater speed than twenty miles an hour is approaching is manifestly very great. It is true that street railway service is held to be only a new and improved use of the highway, and it is clearly a great convenience to travellers upon street cars to be carried across railroad locations without interruption. In view, however, of the declared policy of the State, and in the belief that, with every precaution that can fairly be secured, electric equipment has not yet reached such a degree of perfection as to practically do away with the danger of unexpected detention of cars on railroad locations, the Board as a rule decline to approve a grade crossing of steam railroad and street railway whenever without disproportionate expense it is practicable to construct a way over or under the railroad. It is practicable in this case to construct a way over the railroad without an unreasonable outlay.

There is a class of cases in which the Board make an exception to this rule. These are cases of temporary grade crossings. It may be claimed that nearly all grade crossings of railroads and highways will be eventually eliminated, but at the present rate of progress the day is far distant. But whenever the Board is convinced, either by

the decree of commissioners appointed for the purpose or by the agreement of all parties interested, that a given highway crossing is to be abolished within a reasonable time, in accordance with a defined plan, it will approve a temporary grade crossing with suitable safeguards.

There would seem to be an opportunity to remove this highway grade crossing and incidentally another one with it by a comparatively inexpensive change of highway. Nor is there any apparent reason why this work could not be carried out independent of the general movement for the abolition of grade crossings throughout the city. That movement, although now being pressed as rapidly as could be expected, has not reached such a degree of development as to enable the Board to say with certainty that under it this grade crossing is to be eliminated within a reasonable time and according to a definite plan.

Under the circumstances, the Board cannot now approve a grade crossing at the place in question.

By the Board,

WM. A. CRAFTS,
Clerk.

OCTOBER 31, 1900.

Petition of Blue Hill Street Railway Company for Consent to Grade Crossing of New York, New Haven & Hartford Railroad, on Washington Street in Canton.

Petition of the Blue Hill Street Railway Company for the approval by the Board of a crossing of the railway track of the petitioner over the tracks of the New York, New Haven & Hartford Railroad Company, in Washington Street in the town of Canton, at grade therewith: —

There was a public hearing upon this petition, at which all parties in interest were given an opportunity to be heard. There was also a view of the premises.

A special commission appointed by the Superior Court to consider the question of abolition of the highway grade crossing at this place filed its report thereon in the Superior Court in the county of Norfolk on the tenth day of July, 1900. In this report it is stated that this crossing "is not shown to be unsafe when used with ordinary care." Were it not for the express train that regularly passes this place twice every day and the similar use of the railroad location by other trains not scheduled but liable to pass under special circumstances, the Board would agree that the danger to be feared here would be comparatively slight, if proper precautions were required. As it is, existing conditions make it difficult to distinguish this from other grade crossings the abolition of which has been ordered in the public interest.

The decree of the special commissioners in this case allows the grade crossing to remain, but their report would seem to be an adjudication that a particular plan of elimination upon which the town authorities insisted was undesirable, rather than a decision that there was no suitable plan in accordance with which it would be wise that this grade crossing should be abolished. However this may be, in the light of the findings contained in the decree and for the reason that there seems to be no way over or under the steam railroad at this place at present available, or that can be constructed by the street railway company without an unreasonable and disproportionate expense, in the opinion of the Board a temporary grade crossing should be granted, with the understanding that at the end of the period for which it is allowed the question shall be open to reconsideration as fully as though this order had not issued. It is accordingly

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its street railway track across the railroad track, at the same level therewith, upon Washington Street in Canton, as shown upon a plan on file in this office, subject to the following conditions and regulations:—

1. There shall be but one street railway track across the railroad tracks at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards required by law or rules and regulations, shall at its own cost place and maintain at said crossing, during all that portion of each day or night within which it runs cars over said crossing, a competent and reliable man, whose sole business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains and whether any train is overdue, and to watch for and give warning of any approaching engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such further safeguards at said crossing as the Board may deem necessary.

5. This right to maintain the railway track across the railroad track at grade shall cease upon the abolition of the highway grade crossing, and in any event upon the fifth day of November, 1903.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

Petition of East Taunton Street Railway Company for Extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on Middleborough Avenue in Taunton.

On the petition of the East Taunton Street Railway Company, the time within which, under the order of this Board dated July 22, 1898, it was authorized, subject to certain conditions and restrictions, to maintain, and under which it has maintained, its railway across the railroad track operated by the New York, New Haven & Hartford Railroad Company, at the same level therewith, upon Middleborough Avenue in the city of Taunton, is hereby extended for the period of two years.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 15, 1900.

Petition of Norton & Taunton Street Railway Company for Extension of Time for Grade Crossing of New York, New Haven & Hartford Railroad, on Main Street in Norton.

On the petition of the Norton & Taunton Street Railway Company, the time within which, under the order of this Board dated January 16, 1899, it was authorized, subject to certain conditions and restrictions, to maintain, and under which, by the further order of this Board, dated October 13, 1899, it has maintained, its railway across the railroad track operated by the New York, New Haven & Hartford Railroad Company, at the same level therewith, in Main Street in the town of Norton, is hereby further extended to the first day of July, 1901.

This order is issued upon the understanding that the work of elimination of the highway grade crossing at this place, in connection with which a decree of special commissioners has been filed in the Superior Court of the Commonwealth, will have been completed on or before the said first day of July, 1901, and upon the further understanding that if such work has not then been completed the crossing of the railway over the railroad shall be discontinued and the railway tracks removed.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 15, 1900.

Petition of Aldermen of Medford for Grade Crossing of Boston & Maine Railroad by Boston Elevated Railway, on Middlesex Avenue in Medford.

In the matter of the petition of the Board of Aldermen of Medford for a hearing in relation to the maintenance of a crossing of the rail-

way track of the Boston Elevated Railway Company over the railroad track of the Boston & Maine Railroad, at a level therewith, upon Middlesex Avenue in the city of Medford, —

It appearing, after due notice and a hearing, that no petition has been filed with the Board by the Boston Elevated Railway Company asking for the approval of any such crossing, and that no location has been granted to that company in connection with such a crossing, the Board are of the opinion that no action is necessary in reference to the establishment of a grade crossing at the place in question, — and accordingly it is

Ordered, That the petition be dismissed.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 19, 1900.

PLEASURE RESORTS.

Fitchburg & Suburban Street Railway Company — Park in Leominster.

In the matter of the petition of the Fitchburg & Suburban Street Railway Company for the approval of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, that the acquisition and maintenance of such pleasure resort may be of advantage to the petitioner and of benefit to the public, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the acquisition by the said Fitchburg & Suburban Street Railway Company, at a purchase price not to exceed \$18,432.04, of a certain tract of land, with buildings and improvements thereon, situate in the town of Leominster, a particular description of which premises appears in the deed from the Suburban Park Company to the said Fitchburg & Suburban Street Railway Company and upon a plan of the same, copies of which deed and plan are on file in this office.

The real estate so acquired is to be held and used only for purposes of recreation and for a pleasure resort, in accordance with and subject to all the provisions of chapter 316 of the Acts of 1895.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 5, 1900.

Gardner, Westminster & Fitchburg Street Railway Company — Park in Westminster.

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company for the approval of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, that the acquisition and maintenance of such pleasure resort is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the acquisition by the said Gardner, Westminster & Fitchburg Street Railway Company, at a price not to exceed \$9,200, of a certain tract of land, with all buildings and improvements thereon, situate on the

shore of Wachusett Lake in the town of Westminster, which tract of land is represented in Certificate No. 5, issued by the Court of Registration to A. S. Paton, and is further described upon a plan of the same upon file in this office, the real estate so acquired to be held and used only for purposes of recreation and for a pleasure resort.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 12, 1900.

Globe Street Railway Company — Park in Dighton.

In the matter of the petition of the Globe Street Railway Company for the approval by the Board of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, that the acquisition and maintenance of the proposed pleasure resort is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the acquisition by the Globe Street Railway Company, at a price not to exceed \$40,000, of a certain tract of land, with all buildings and improvements thereon, situate in the town of Dighton upon the shore of the Taunton River, and described in a deed and upon a plan, copies of which deed and plan are upon file in this office, the real estate so acquired to be held and used only for purposes of recreation and for a pleasure resort.

Attest: WM. A. CRAFTS,
Clerk.

JULY 9, 1900.

Palmer & Monson Street Railway Company — Park in Palmer.

In the matter of the petition of the Palmer & Monson Street Railway company for the approval of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, that the acquisition and maintenance of such pleasure resort is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the acquisition by the said Palmer & Monson Street Railway Company, at a price not to exceed \$18,800, of a certain tract of land, with all buildings and improvements thereon, situate in the town of Palmer, which tract of land is described upon a plan of the same upon file in this office, marked "D 338," the real estate so acquired to be held and used only for purposes of recreation and for a pleasure resort.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 22, 1900.

*Gardner, Westminster & Fitchburg Street Railway Company — Park
in Westminster.*

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company for the approval of the acquisition by said company of certain real estate for use as a pleasure resort, —

It appearing, after public notice and hearing, that the acquisition and maintenance of such pleasure resort as is contemplated is consistent with the public interest, — it is

Ordered, That the approval of the Board be hereby given to the acquisition by the said Gardner, Westminster & Fitchburg Street Railway Company, at a price not to exceed \$10,500, of a certain tract of land, with all buildings thereon, situated on the shore of Wachusett Lake in Westminster, which tract of land is represented upon a plan drawn by W. K. Bailey, C.E., dated May, 1900, and in a copy of the proposed deed, which plan and deed are upon file with the above named petition in this office, the real estate so acquired to be held and used only for purposes of recreation and as a pleasure resort.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 19, 1900.

JOINT USE OF TRACKS.

The Framingham, Southborough & Marlborough and the Framingham Union Street Railway Companies, in Framingham.

In the matter of the application of the Framingham, Southborough & Marlborough Street Railway Company and of the Framingham Union Street Railway Company for the approval by the Board of the joint use of certain tracks in the town of Framingham, after notice and hearing, — it is

Ordered, That the contract entered into by the Framingham, Southborough & Marlborough Street Railway Company and the Framingham Union Street Railway Company, dated February 10, 1900, in accordance with the terms of which the first named company is granted the right to run its cars over the tracks of the last named company in the town of Framingham, a copy of which contract is on file in this office, be, and the same is hereby, approved: *subject, however*, to all laws relating to the regulation of the use of said tracks and the operation of said railways.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

MARCH 6, 1900.

The South Shore & Boston and the Brockton Street Railway Companies, in Whitman.

In the matter of the application of the South Shore & Boston Street Railway Company for the approval by the Board of the joint use of certain tracks of the Brockton Street Railway Company in the town of Whitman, after notice and hearing, — it is

Ordered, That the contract entered into March 27, 1899, by the Brockton Street Railway Company and the Bridgewater, Whitman & Rockland Street Railway Company, which latter company was consolidated with the Hanover Street Railway Company under an order of the Board dated July 7, 1899, the name of said Hanover Street Railway Company having been subsequently changed to the South Shore & Boston Street Railway Company, in accordance with the terms of which contract the said Bridgewater, Whitman & Rockland Street Railway Company is granted the right to run its cars over the

tracks of the said Brockton Street Railway Company, on South Avenue from Pleasant Street westerly to Washington Street, in the town of Whitman, a copy of which contract is on file in this office, be, and the same is hereby, approved: *subject, however*, to all laws relating to the regulation of the use of said tracks and the operation of street railways.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 16, 1900.

The Providence & Taunton and the Taunton Street Railway Companies, in Taunton.

In the matter of the application of the Providence & Taunton Street Railway Company for the approval by the Board of the joint use of certain street railway tracks belonging to the Taunton Street Railway Company, located in the city of Taunton, after public notice and due hearing of all parties in interest, —

It appearing that the board of aldermen of the city of Taunton did duly grant authority to the Providence & Taunton Street Railway Company to use and run its cars over the tracks of the Taunton Street Railway Company in Winthrop Street and City Square, in the city of Taunton, and that the said companies have entered into a contract providing for such joint use, a copy of which contract is on file in this office, and that the terms of said contract are consistent with the public interests, — it is

Ordered, That the authority for such joint use of tracks be hereby approved.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 7, 1900.

The South Shore & Boston and the Brockton Street Railway Companies, in Whitman.

In the matter of the petition of the South Shore & Boston Street Railway Company for the approval by the Board of the joint use of certain street railway tracks belonging to the Brockton Street Railway Company and located in the town of Whitman, after public notice and due hearing of all parties in interest, —

It appearing that the selectmen of Whitman have duly granted authority to the South Shore & Boston Street Railway Company, successor by consolidation of the Rockland & Abington Street Railway Company, to use and run its cars over the tracks of the Brockton Street Railway Company, in South Avenue and Washington Street, in the town of Whitman, in accordance with a contract providing for joint use, executed March 27, 1899, by the Brockton and the Rock-

land & Abington companies, a copy of which contract is on file in this office, the terms of which contract are consistent with the public interests, — it is

Ordered, That the authority for such joint use of tracks be hereby approved.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 21, 1900.

The Marlborough, and the Framingham, Southborough & Marlborough Street Railway Companies — Operating Contract.

In the matter of the petition of the Marlborough Street Railway Company and the Framingham, Southborough & Marlborough Street Railway Company for the approval of an operating contract, —

It appearing that the railways of the petitioning companies connect with each other; that a contract agreed to by a majority of the directors and approved at meetings called for the purpose by the vote of a majority in interest of the stockholders of each of said companies has been duly executed, by the terms of which contract the Marlborough Street Railway Company is to perform all the transportation upon and over the street railway of the Framingham, Southborough & Marlborough Street Railway Company; that the terms of such contract do not involve any decrease in the facilities for travel or increase in the rates of fare upon either of said railways, and as amended in reference to the division of fares are lawful and consistent with the public interests, provided that the time during which said contract shall be in force is limited to a period of two years, — it is

Ordered, That the approval of the Board be hereby given to the terms of the contract above named, as the same shall be accepted with the amendments relating to fares and the change in the time for which such contract is to be in force, from the period of five to the period of two years, a copy of said contract and of the proposed amendment thereto in relation to fares to remain upon file in this office.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 29, 1900.

The Worcester & Webster and the Webster & Dudley Street Railway Companies, in Webster.

In the matter of the petition of the Worcester & Webster Street Railway Company and the Webster & Dudley Street Railway Company for an extension of a contract for joint use of tracks, — it is

Ordered, That the term of the contract executed by the Worcester

& Webster Street Railway Company and the Webster & Dudley Street Railway Company, under date of October 21, 1899, in accordance with which the Worcester & Webster Street Railway Company is given authority to run its cars over the tracks of the Webster & Dudley Street Railway Company in Cemetery Street, East Main Street, South Main Street and Main Street, in the town of Webster, be hereby extended for the period ending October 1, 1900: *provided, however*, that the operation of cars over the above described railway shall be governed by a time schedule, rules and regulations agreed to and executed by the proper officers of both street railway companies.

Attest: WM. A. CRAFTS,
Clerk.

JULY 25, 1900.

*The Lexington & Boston and the Newton Street Railway Companies,
in Waltham.*

In the matter of the application of the Lexington & Boston Street Railway Company for the approval by the Board of its right to operate its cars over that portion of the tracks of the Newton Street Railway Company lying on Main Street, in Waltham, between the junction of Lexington & Main streets and the junction of Moody and Main streets, —

It appearing that a contract has been entered into between the Lexington & Boston Street Railway Company and the Newton Street Railway Company, a copy of which is on file in this office, in accordance with the terms of which contract the first named company is authorized to use the tracks of the last named company between the points above named; that such joint use of tracks may be of benefit to the travelling public and is consistent with public interests, — it is

Ordered, That the authority for the joint use of tracks above described be hereby approved: *provided, however*, that the operation of cars over the above described railway shall be governed by a time schedule, rules and regulations agreed to and executed by the proper officers of both street railway companies.

Attest: WM. A. CRAFTS,
Clerk.

JULY 30, 1900.

*The Boston Elevated and the Newtonville & Watertown Street Railway
Companies, in Watertown and Allston.*

In the matter of the application of the Boston Elevated Railway Company for the approval by the Board of its right to operate its cars over that portion of the tracks of the Newtonville & Watertown Street Railway Company lying between Watertown Square, in Watertown, and Cambridge Street, in Allston, —

It appearing that a contract has been entered into between the Boston Elevated Railway Company and the Newtonville & Watertown Street Railway Company, a copy of which is on file in this office, in accordance with the terms of which contract the first named company is authorized to use the tracks of the last named company between the points above named; that such joint use of tracks may be of benefit to the travelling public and is consistent with the public interests, — it is

Ordered, That the authority for the joint use of tracks above described be hereby approved: *provided, however*, that the operation of cars over the above described railway shall be governed by a time schedule, rules and regulations agreed to and executed by the proper officers of both street railway companies.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 30, 1900.

The Brockton and the Taunton Street Railway Companies, in Taunton.

In the matter of the application of the Brockton Street Railway Company for the approval by the Board of the authority for a joint use of certain street railway tracks in the city of Taunton, after public notice and due hearing, —

It appearing that the board of aldermen of the city of Taunton did, under its order dated August 1, 1900, grant authority to the Brockton Street Railway Company to use and run its cars over the tracks of the Taunton Street Railway Company, in Main Street, in the city of Taunton; and that said companies have entered into a contract providing for such joint use, a copy of which contract is on file in this office; and that the terms of said contract are consistent with the public interests, — it is

Ordered, That the authority for such joint use of tracks be hereby approved, on condition that the operation of cars over the railways subject to this joint use shall be governed by a time schedule and rules and regulations agreed to and executed by the proper officers of both street railway companies.

Attest:

WM. A. CRAFTS,
Clerk.

OCTOBER 2, 1900.

The Gardner, Westminster & Fitchburg and the Fitchburg & Leominster Street Railway Companies, in Fitchburg, Gardner and Westminster.

In the matter of the petition of the Gardner, Westminster & Fitchburg Street Railway Company for the approval by the Board of the authority given under a certain contract between it and the Fitchburg

& Leominster Street Railway Company for the running of the cars of either company over the tracks of the other company, —

It appearing that a contract has been duly executed between the above named companies in accordance with which cars of either company are to be run over the tracks of the other company under certain conditions and stipulations; that this contract has been approved by the board of aldermen of the city of Fitchburg and by the selectmen of the towns of Gardner and Westminster; that the terms of said contract provide for the operation of the cars under the time schedule agreed to and executed by both street railway companies and are consistent with the public interests, — it is

Ordered, That the authority for the use of tracks under the contract above named be hereby approved.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 6, 1900.

LOCATIONS, USE OF ELECTRIC POWER, ETC.

Fall River Shore Line Street Railway Company — Protest against Location in Fall River.

In the matter of the request for the approval by this Board, under the provisions of chapter 578, Acts of 1898, of a location granted by the board of aldermen of the city of Fall River to the Fall River Shore Line Street Railway Company in and upon Ridge Street, a public way in that city, a protest having been filed against the same by Alexander T. Milne and others owning real estate abutting upon said street, after public notice, hearings have been had, at which the protesting abutters and the street railway company were represented by counsel and fully heard, and a view of the premises has been taken.

It is to be noted that the issue presented to us is not that which was presented in the first instance to the board of aldermen. We are not required nor expected to pass upon the question of the public necessity and convenience of the street railway system as a whole, but are to consider only a small section of such system after that question has been determined by the local tribunal. In dealing with this matter we have taken into account both the private interests of the owners of property upon the street in question and the general interest of the travelling public. Ridge Street is strictly a residential street. Naturally those residing upon it feel that it is something of a burden to have the street more or less disfigured with posts and wires and the quiet disturbed by the passing of street cars, especially in view of the fact that convenience of travel for them is readily afforded by the neighboring system of the Globe Street Railway. Were there another street in that locality less exclusively occupied for residences and equally available for street railway purposes, the Board would feel it their duty not to approve of the location granted in Ridge Street, leaving it open to the street railway company to apply for a location in such other street, thus completing the missing link of its system.

At the first hearing it was suggested that a location might be granted in Whipple Street; but this suggestion was subsequently withdrawn

as it appeared that similar objections would attach to a location there and that, moreover, a portion of that street is extremely narrow.

The only other suggestion in the way of providing a substitute for the location on Ridge Street was a grant in Second Street from Morgan to Middle Street. Such a location would undoubtedly remove, in large part at least, objections from the stand-point of the private interests of abutting owners. On the other hand, however, there would be a very serious objection to such a location upon Second and Middle streets. It would create the necessity of operating street cars over a very sharp and long grade in each street. While it is true that this can be done, it is always attended with possible grave danger to the travelling public. Experience has shown that such a location is very undesirable, and ought not to be approved except in cases where it is practically unavoidable.

To the objection that the location as granted involves the operation of street railway cars near the schoolhouse on the corner of Morgan and Ridge streets, it may be said that the sharp curve necessary in the tracks at that point will secure a slow movement of cars, that will tend, in connection with the opportunity for clear vision, to remove any special danger to school children.

It appearing, therefore, to the Board that the safety, convenience and necessities of the travelling public fairly require that the location granted as aforesaid should be approved, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the location granted by the board of aldermen of the city of Fall River to the Fall River Shore Line Street Railway Company in and upon Ridge Street in the city of Fall River.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 6, 1900.

Pittsfield Electric Street Railway Company — Protest against Location in Pittsfield.

In the matter of the request for the approval by this Board of a location granted by the board of aldermen of the city of Pittsfield to the Pittsfield Electric Street Railway Company in and upon South Street, a public way in that city, a protest having been duly filed against the same by Harriet A. Campbell and others, being more than ten in number of those owning real estate on said public way, after public notice and hearing and a view of the premises, —

It appearing to the Board, in view of all the circumstances, that the convenience and necessities of the travelling public fairly require that the location granted as aforesaid shall be approved, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to the location granted by the Board of Aldermen of the city of Pittsfield as aforesaid to the Pittsfield Electric Street Railway Company in and upon South Street in said city.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 22, 1900.

Fitchburg & Suburban Street Railway Company—Protest against Location in Leominster.

In the matter of the request for the approval by the Board, under the provisions of chapter 578, Acts of 1898, of a location granted by the selectmen of the town of Leominster to the Fitchburg & Suburban Street Railway Company in and upon Main Street, a public way in said town, —

It appeared, upon public notice and hearing, that the selectmen of the town of Leominster did, on January 29, 1900, grant to the Fitchburg & Suburban Street Railway Company a location for its tracks in and upon Main Street, a public way in said town, between Mill Street and Pierce Street, which location was duly accepted by the directors of said street railway company in writing within thirty days after receiving notice thereof; that certain persons, less than ten in number, owning real estate abutting upon Main Street between Pierce Street and Nashua Street, did within fifteen days after the granting of said location file with this Board a writing setting out their protest against a part of the above named location in Main Street, namely, against that part thereof lying between Nashua Street and Pierce Street; that the persons so protesting are the majority in value of those owning real estate abutting upon that part of Main Street which lies between Pierce Street and Nashua Street, but are not the majority in value of those owning real estate abutting on Main Street between Pierce Street and Mill Street, between which points said location was granted in Main Street, as above stated.

The following rulings were requested: —

1. Where a location for a street railway has been granted over several connecting streets or portions of streets, any portion of said location may be protested by a majority in value of the abutting real estate owners upon such protested portion, regardless of the question whether such protested portion is the whole or only a part of the location in any one street.

2. The protesters, being a majority in value of the owners of real estate abutting upon the location of the street railway in Main Street between Nashua Street and Pierce Street, are by law entitled to protest, and be heard as such protesters, against said location.

The Board declined to make either of said rulings, and ruled that upon the facts presented to it no valid protest such as contemplated by section 13, chapter 578, Acts of 1898, has been filed in this case, and that the location as granted by the selectmen of Leominster is to be deemed and taken as the true location of the tracks of said railway, and that the Board was not called upon to approve the same.

Attest :

WM. A. CRAFTS,
Clerk.

APRIL 4, 1900.

West End Street Railway Company — Approval of Locations and Use of Electric Power in Boston, Cambridge, Everett, Medford, Somerville, Malden, Watertown and Brookline.

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the approval of certain locations of tracks, poles, wires and conduits therein specified, said petition being dated January 31, 1900, after public notice and hearings, — it is

Ordered, That the approval of the Board be, and the same is hereby, given to certain locations granted to the petitioner by the board of aldermen of the city of Boston, and numbered upon the records of said city 163 to 187, inclusive; also to location numbered 189 upon the records of said city; also to the locations specified in said petition for tracks, poles, conduits and wires, with the grant of right to maintain electric system and make joint use of poles, with other rights granted to the petitioner by the boards of aldermen of the cities of Cambridge, Everett, Medford, Somerville and Malden and the selectmen of the towns of Watertown and Brookline, excepting the location for tracks upon Boylston, Harvard and Cypress streets and Brookline Avenue, in the town of Brookline, being location numbered 30-9, and excepting the location for a double track in Prospect Street, in the city of Cambridge, numbered 47-2, and excepting the application for permission to maintain railway tracks across the freight railroad tracks upon Arsenal Street, in the town of Watertown; also to certain locations for tracks and poles granted by the Cambridge Bridge Commission and the Boston and Cambridge Bridge Commission; also to certain locations for tracks and poles granted by the Park Commission of the city of Boston and the Metropolitan Park Commission; also to locations for conduits on Harrison Avenue, in the city of Boston, granted by the Board of Aldermen in the city of Boston.

The locations numbered 188 and 190, granted in the city of Boston, and the locations in the town of Brookline and the city of Cambridge

and the application for a grade crossing in the town of Watertown, excepted above, having been separately considered, are not embodied in this order.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 5, 1900.

West End Street Railway Company — Approval of Locations and Use of Electric Power in Brookline.

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the approval by the Board of certain locations for railway tracks in the town of Brookline, after public notice and hearing, — it is

Ordered, That the approval of the Board be hereby given to the locations for railway tracks granted to the West End Street Railway Company by the selectmen of the town of Brookline, under their order, dated January 25, 1900, in Cypress Street, Harvard Street and Brookline Avenue, in the town of Brookline, and to the grant of authority to establish and maintain the overhead system of electric motive power in the operation of the railway over said locations.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 17, 1900.

West End Street Railway Company — Approval of Location and Use of Electric Power in Boston.

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the approval by the Board of the location granted to the petitioner by the board of aldermen of Boston, upon Adams Street, between Neponset Avenue and a point at or near Minot Street, a public hearing was given and a view of the premises was taken.

This location covers a part of Adams Street which was considered in connection with a much longer location formerly granted to the West End Street Railway Company upon this street, and passed upon in the order of this Board, April 30, 1897.

There are several distinctions to be noted between the two locations, as presented to the consideration of the Board. The former location covered the narrower part of Adams Street, being that part of the street which for much of its distance did not exceed in width 45 feet, while the present location covers that part of this street which for a considerable portion of its length is of a greater width than 45 feet. Accordingly, the objection to the former location, on account of narrowness of street, does not apply to the present location with equal force. It would appear, also, that there has developed a decidedly more active demand from the travelling public for the existence

of a street railway in this locality. It was stated in the former order of the Board that there did not then seem to be a sufficient public demand to require the approval of the location then under consideration.

It is the opinion of the Board that, in view of the different conditions now existing, as above stated, both in reference to width of the street and public demand for the railway, the location granted by the board of aldermen of Boston, November 27, 1899, and approved by the mayor, December 1, 1899, should be, and the same is hereby, approved, together with the authority granted to maintain and use the overhead system of electric motive power in the operation of the railway.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 17, 1900.

*West End Street Railway Company — Approval of Location and Use
of Electric Power in Brookline.*

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the approval by the Board of a grant of a location for its tracks upon Boylston Street, in the town of Brookline, after public notice, several hearings were held, at which parties in interest presented their views and arguments were made by counsel.

The location in question has been granted by the unanimous action of the selectmen of the town, after a full and careful consideration, and the street in which it has been granted is one well adapted to street railway uses.

We are asked to disapprove this location, on the ground that it should have been given to the Boston & Worcester Street Railway Company, rather than to the West End Street Railway Company. It is not necessary to go over in detail the reasons why, in our opinion, the grant as made was justified by the existing conditions. It is enough to say that it might well be deemed that there would be a greater likelihood of securing a satisfactory service from an established and widely extended street railway system, with abundant resources from which to meet the requirements of the travelling public, than from a projected street railway system as yet incomplete even in plan and organization.

It has been urged that, in denying the location to the Boston & Worcester Street Railway Company, the selectmen have not given due consideration to the interests of people from other parts of the Commonwealth who desire to make use of a street railway service in this street. While it is true that the public ways of every town are to be enjoyed as fully by those who live without as by those who live

within the town, and are to be kept in suitable repair for all alike who have occasion to use them, yet it is left, under our statutes, to each municipality to determine the character of these ways within the requirement that they must be reasonably safe and convenient and to bear the expense of constructing and maintaining them. The inhabitants of the town have therefore a peculiar and special interest in the town ways, aside from that of the general travelling public. The action of the selectmen in this instance makes no discrimination between different classes of travellers, but simply affects the character of the service to be rendered to all who desire to use a street railway in this locality.

It has been urged that, if the location was properly given to the West End Street Railway Company, there should have been a condition attached to the grant requiring that company to allow to the Boston & Worcester Street Railway Company the use of its tracks from the Newton line to Village Square, in Brookline. The advisability of compulsory joint use of tracks by independent companies using the trolley system of electricity is at present the subject of consideration before the Legislature. A bill is before it calling for special legislation which would apply to this very location in Brookline. Under these circumstances, therefore, we express no opinion as to the weight of the argument that the Boston Elevated Railway Company should, for the convenience of those who may hereafter use the Boston & Worcester Street Railway Company, operate cars of the last named company from the Newton line to Village Square. It is accordingly

Ordered, That the approval of the Board be hereby given to the grant of the location of the tracks of the West End Street Railway Company in Boylston Street, in the town of Brookline, from Cypress Street to the Newton line, and to the construction and maintenance of the overhead system of electric motive power in connection therewith.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 27, 1900.

West End Street Railway Company — Approval of Locations in Boston.

On the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, — it is

Ordered, That the Board approve certain locations granted to the West End Street Railway Company by the board of aldermen of the city of Boston, namely, locations numbered 191 to 196, both inclusive, in the records of said city.

Attest: WM. A. CRAFTS,
Clerk.

MAY 25, 1900.

West End Street Railway Company — Approval of Locations and Use of Electric Power in Cambridge, Somerville, Arlington and Belmont.

On the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the approval by the Board of certain locations of certain tracks and electric rights in the cities of Cambridge and Somerville and the towns of Arlington and Belmont, after public notice and hearing, — it is

Ordered, That the approval of the Board is hereby given for a pole location on the south side of River Street, in the city of Cambridge, and joint use of poles with the Cambridge Electric Light Company and the New England Telephone and Telegraph Company on the north side of River Street in said city, as granted by the aldermen of Cambridge;

Also, for locations of part double and part single tracks on Broadway, in the town of Arlington, from Massachusetts Avenue to the Medford line, with the necessary curves and electric rights thereon; and on Broadway, in said town of Arlington, from Arlington and Somerville boundary line to the tracks on Massachusetts Avenue, with the necessary curves, turnouts and electric rights thereon, as granted by the selectmen of Arlington;

Also, for the joint use of one pole with the Somerville Electric Light Company on Beacon Street, opposite Roseland Street, in the city of Somerville, as granted by the aldermen of said city;

Also, for double tracks on Concord Avenue, from the Cambridge line to a point three hundred feet east of Common Street, in the town of Belmont, with the necessary curves, cross-overs and connections, and electric rights thereon, as granted by the selectmen of Belmont.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 22, 1900.

West End Street Railway Company — Approval of Locations in Harvard Square, Cambridge.

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the approval by the Board of certain locations for railway tracks in the city of Cambridge, after public notice and hearing, —

It appearing that, while the location of an additional track in Harvard Square may add to the undesirable conditions arising from the number of tracks in present use at this place, there will be, in our opinion, a more than compensating advantage from the improved facilities thus afforded in moving passengers, — it is

Ordered, That the approval of the Board be hereby given to the grant of location and relocation for street railway tracks in Harvard Square, in the city of Cambridge, given to the West End Street Railway Company by the board of aldermen of said city, under their order dated March 20, 1900, as shown on plan signed by A. L. Plimpton, civil engineer, dated December 22, 1899, on file with the petition in this office.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

JUNE 26, 1900.

Commissioner Goodwin dissents from the above approval, so far as it applies to the introduction of an additional track.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

West End Street Railway Company — Location in Harvard Square, Cambridge — Dissenting Opinion of Commissioner Goodwin.

I am unable to concur with the majority of the Board in their approval of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for relocation of tracks in Harvard Square, Cambridge, so far as it applies to the introduction of an additional track.

My reasons are as follows: —

In November, 1897, a petition of the city council of Cambridge was filed with the Board, asking that the West End Street Railway Company be required to provide additional accommodations for the travelling public, in the shape of larger and more convenient waiting rooms and stations, more convenient ways of reaching and leaving the cars, etc. A series of hearings were held, from December 6, 1897, to February 16, 1898, a view of the premises was taken, and a report upon the subject was made on May 16, 1898.

As stated in that report, "The particular grievance alleged is the want of proper and adequate provision at Harvard Square for the convenience, comfort and safety of passengers in taking and leaving cars, especially when changing from one line of cars to another at this important transfer point, and the undue obstruction of the square for other public use. There was much evidence tending to substantiate these grounds of complaint. We are satisfied that a grievance exists, and that occasion for relief has been shown."

Since the date of that order a transfer station has been established at Brookline Street, in Cambridge, which has greatly served the convenience of passengers desiring to transfer to lines radiating from that point. It does not appear, however, to have relieved the situation at Harvard Square, and substantially the same unfavorable

conditions that then existed continue today. No other measure of relief has been adopted.

In my opinion, the introduction of the proposed additional track, as located in accordance with the plan submitted with the above petition, would increase those unfavorable conditions, not only by narrowing the available area of standing room, but by adding to the inconvenience and possible danger to that portion of the travelling public taking and leaving cars and transferring from one line to another at this point, and more than offset any convenience that the company may derive from its use.

I therefore feel constrained to dissent from the order of the Board approving the petition of the above named company.

HERSEY B. GOODWIN,
Commissioner.

JUNE 26, 1900.

West End Street Railway Company—Approval of Locations and Use of Electric Power in Boston, Everett and Somerville.

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, dated June 6, 1900, for the approval of certain locations of tracks, poles and wires specified in said petition, after public notice and a hearing at which the petitioner was represented by counsel and no party appeared to object, — it is

Ordered, That the Board approve certain locations granted to said company by the board of aldermen of the city of Boston, namely, locations numbered 197 to 201, inclusive; also certain locations of poles and electric and other rights granted to said company by the boards of aldermen of the cities of Everett and Somerville, respectively, as set forth in said petition.

Attest: WM. A. CRAFTS,
Clerk.

JULY 5, 1900.

West Roxbury & Roslindale Street Railway Company—Approval of Location in Boston.

In the matter of the petition of the West Roxbury & Roslindale Street Railway Company for the approval of a location of tracks in the city of Boston, after public notice and hearing, — it is

Ordered, That the approval of the Board be hereby given to a location for tracks granted to the West Roxbury & Roslindale Street Railway Company by the board of aldermen of the city of Boston, under and in accordance with an order approved June 14, 1900, upon Adams Street, commencing at a connection with a location before granted to the Norfolk Suburban Street Railway Company, at a

point marked "A" on a plan filed with this petition, and extending through Adams Street to the Milton line, with necessary turnouts and switches ; and that the approval of the Board be hereby further given to the revocation of a location before granted to the Norfolk Suburban Street Railway Company, and described in and made a condition of the above named order of the board of aldermen.

Attest : WM. A. CRAFTS,
Clerk.

JULY 11, 1900.

West End Street Railway Company — Protest against Location in Malden.

In the matter of the petition of the West End Street Railway Company, by the Boston Elevated Railway Company, its attorney, for the approval by the Board of a grant of certain rights in the streets of the city of Malden, —

It appeared that, by order of the board of aldermen of Malden, dated July 12, 1900, a track location was duly granted the West End Street Railway Company in certain streets in that city, including a portion of Cross Street, together with permission to establish and maintain the electric system of motive power in the operation of its cars on said track location, and to make the underground and surface alterations of the streets necessary for that purpose, and that this order was duly accepted by the railway company.

It further appeared that real estate owners, more than ten in number, abutting upon said portion of Cross Street, within fifteen days after the grant of the location in question filed a written protest with this Board against said grant of location, setting forth the reasons therefor, and requesting that notice be given and a hearing be had thereon. The West End Street Railway Company was leased and operated by the Boston Elevated Railway Company at the time of the passage of the act relative to street railways, chapter 578, Acts of 1898, and the Boston Elevated Railway Company was and is its duly constituted attorney for all purposes connected with this matter. The West End Street Railway Company, under section 4, chapter 413, Acts of 1887, petitioned this Board for approval of that part of said order which related to electric rights. At the hearing thereon the protesting real estate owners above named were present in person and with counsel, and claimed the right to be heard in protest against said track location in Cross Street, under the provisions of sections 13 and 15 of chapter 578, Acts of 1898. In answer to the inquiry of this Board, they stated that they only protested against the track location, and did not object, in case tracks were to be built thereon, to the grant of electric rights by the board of aldermen, as in such

case they would prefer electricity to other forms of motive power. In protest against said track location they made the following request for ruling: —

Now come the persons protesting, being owners of real estate abutting on Cross Street, a public way in the city of Malden, in which a location for a street railway has been granted, and in number more than ten, whose protest in writing has been duly filed with the Board of Railroad Commissioners, and respectfully request that they may be heard on the question of the approval of said location, and that the Board of Railroad Commissioners will rule that said Board has jurisdiction of the matter under the provisions of law.

By their attorneys,

(Signed) MARCELLUS COGGAN.

(Signed) C. R. ELDER.

The Board refused to give the ruling requested, and held that it had no jurisdiction as to the track location in said Cross Street, but only to such portion of said aldermanic order as granted rights relating to the electric system and underground or surface alterations of the streets, within the provisions of section 4, chapter 413, Acts of 1887; and declined to order notice given or to accede to the request of the remonstrants that they be heard under the provisions of sections 13 and 15, or either of them, of chapter 578, Acts of 1898, upon which ruling and refusal to rule the protesting abutters claimed the right of review of said rules by petition to a court of equity.

By the Board,

WM. A. CRAFTS,

Clerk.

SEPTEMBER 18, 1900.

West End Street Railway Company — Approval of Location and Use of Electric Power in Malden.

In the matter of the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, for the approval by the Board of a grant of certain rights in the streets of the city of Malden, after public notice and hearing, — it is

Ordered, That the approval of the Board be hereby given to the making of such underground and surface alterations in the streets in the city of Malden in which its tracks shall be located under the order of the board of aldermen of said city dated July 12, 1900, granting certain rights of railway location, construction and equipment in and upon Cross Street and other streets in said city as may be necessary to there establish and maintain the electric system of motive power.

Attest:

WM. A. CRAFTS,

Clerk.

SEPTEMBER 18, 1900.

West End Street Railway Company — Approval of Locations and Use of Electric Power in Boston, Cambridge, Somerville, Everett, Medford, Watertown, Arlington and Brookline.

On the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, — it is

Ordered, That the approval of the Board is hereby given for the following locations of tracks, poles and electric rights granted by the municipal authorities of Boston, Cambridge, Somerville, Everett, Medford, Watertown, Arlington and Brookline, and by the Park Commissioners of Boston and the Metropolitan Park Commission : —

Locations numbered 203 to 205, inclusive, in the city records of Boston.

Right to attach wires to pole of Telephone Company, in Commonwealth Avenue.

Joint use of poles of New England Telephone and Telegraph Company, in East Water and North streets, in Cambridge.

Joint use of poles of New England Telephone and Telegraph Company, in College Avenue and Boston Avenue, in Medford.

Pole locations on Broadway, College Avenue and Boston Avenue, in Somerville.

Relocation of pole on Broadway, near junction with Lexington Street, in Everett.

Joint use of 47 poles of Somerville Electric Light Company on Broadway, and 32 poles of said company on Medford Street, in Arlington.

Location of three poles and joint use of poles of Brookline Gas Light Company and New England Telephone and Telegraph Company, in Harvard Street, Brookline.

Joint use of poles of said companies on Brookline Avenue and Washington Street, Brookline.

Change of cross-over on Brookline Avenue, in Boston.

Change of cross-over in Harvard Street, Brookline.

Permission to lay conduits on Beacon Street, Brookline.

Relocation of two poles on Mount Auburn Street, in Watertown.

Permission to maintain poles in High Street, Medford, granted by the Metropolitan Park Commission.

Permission to maintain one pole at junction of Fresh Pond Parkway and Huron Avenue, in Cambridge, granted by the Metropolitan Park Commission.

Double track location on North Traffic Roadway of the Arborway, granted by the Park Commissioners of Boston.

Permission to erect poles on Parkway adjoining Brookline Avenue, granted by the Park Commissioners of Boston.

Attest: WM. A. CRAFTS,
Clerk.

SEPTEMBER 24, 1900.

Newtonville & Watertown Street Railway Company — Approval of Location and Use of Electric Power in Boston.

In the matter of the petition of the Newtonville & Watertown Street Railway Company for the approval of a location in the city of Boston, after public notice and hearing, — it is

Ordered, That the approval of the Board be hereby given to a location granted to the Newtonville & Watertown Street Railway Company by the board of aldermen of the city of Boston, under its order approved November 1, 1900, for a single track connection from its existing track to the tracks of the West End Street Railway Company now located on Brighton Avenue at Union Square, together with a connecting track on Brighton Avenue.

It is further

Ordered, That permission be hereby given to make such underground and surface alterations in the streets as may be necessary for establishing and maintaining an electric overhead system of motive power for the operation of the railway upon the location aforesaid.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 15, 1900.

West End Street Railway Company — Approval of Location in Boston.

On the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, — it is

Ordered, That the Board hereby approves the location granted by the board of aldermen of Boston, July 9, 1900, and approved by the mayor, July 11, 1900, for double tracks on Washington Street, Dorchester, from and connecting with existing tracks on said street near Ashmont Street, to Codman Street, and thence on Codman Street to existing tracks on Dorchester Avenue, with all necessary switches, etc., said location being numbered 202 in the record of locations of the city of Boston.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 16, 1900.

Lawrence & Reading Street Railway Company — Protest against Location, in Andover.

In the matter of the protest of William Odlin and others against the location for railway track granted to the Lawrence & Reading Street Railway Company by the selectmen of Andover upon Main Street, in the town of Andover, —

It appearing, after public notice and a hearing, that the action of the selectmen of Andover in the premises does not present for the consideration of the Board a location according to which it is shown that the proposed railway track is to occupy a definite position in the street in question, —

In the opinion of the Board, no such location for a railway track as would warrant an approval by the Board has as yet been granted, — and accordingly it is

Ordered, That the petition of the Lawrence & Reading Street Railway Company for the approval by the Board of this location is, for the reason above named, hereby dismissed.

Attest :

WM. A. CRAFTS,
Clerk.

NOVEMBER 16, 1900.

Templeton Street Railway Company — Protest against Location, in Templeton.

In the matter of the protest of John E. Newton and others against the location for railway track granted to the Templeton Street Railway Company by the selectmen of the town of Templeton, upon Elm Street, in the village of Baldwinville, —

After public notice and a hearing, the Board are of the opinion that upon the facts presented the written protest filed in connection with the location above named is not that of the majority in value as determined by the last preceding assessment for taxation, or of ten in number of those owning real estate abutting upon the public way in which this location was granted, within the meaning of section 13, chapter 578, Acts of 1898, and accordingly decline to take any action in reference to this location.

Attest :

WM. A. CRAFTS,
Clerk.

NOVEMBER 16, 1900.

West End Street Railway Company — Approval of Locations and Use of Electric Power in Boston, Cambridge, Malden, Somerville, Brookline and Watertown.

On the petition of the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, after public notice and hearing, — it is

Ordered, That the approval of the Board be hereby given for the following locations and orders granting electric rights and joint use of poles made by the municipal authorities of the cities and towns named therein and of the Park Commissioners of Boston and the Metropolitan Park Commissioners, viz. : —

Locations in Boston numbered 206, 207, 208 and 209, in the city records, and orders authorizing joint use of poles of American Telephone and Telegraph Company in Washington Street, Ward 23 ; orders of Park Commissioners of Boston for five additional poles and relocation of poles on Charlestown Playground and on Columbia Street ; order of Metropolitan Park Commissioners for joint use of Cambridge Electric Light pole ; locations and orders by the selectmen of Brookline for conduit and poles on Boylston Street ; joint use of pole of Brookline Gas Light Company on Cypress Street, near the corner of Walnut Street, Brookline ; location of pole on Huron Avenue, granted by aldermen of Cambridge ; locations granted by aldermen of Malden for tracks on Main Street, in Central Square and in Salem and Lebanon streets, for poles on Pleasant, Cross, Faulkner and Bryant streets and on Eastern Avenue, and for joint use of pole of New England Telephone and Telegraph Company ; order of aldermen of Somerville, granting electric right on Broadway ; order of the selectmen of Watertown for poles on Belmont Street.

Attest :

WM. A. CRAFTS,

Clerk.

DECEMBER 14, 1900.

Petition of the Boston Elevated Railway Company for the Approval by the Board of the Purpose Expressed in the Votes of the Directors of that Company and of the West End Street Railway Company, Looking to the Removal of the Railway Tracks Used by Horse Cars in Dartmouth, Marlborough, Arlington and Beacon Streets.

The petitioner states that it “ is informed and believes that it has the right to remove said tracks, and that by so doing it will not violate any provision of its charter or any provision of the laws which are applicable to it.”

The lease of the West End Railway properties to the Boston Ele-

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- Apr. 11. Team and car; driver of team injured.
12. Collision of cars; passenger injured.
12. Woman fell in car.
12. Woman injured getting on car.
12. Man struck by car.
12. Team and car; driver of team injured.
12. Man hit by trolley rope.
12. Motorman injured (employee).
12. Conductor injured (employee).
12. Man received shock on car.
12. Fuse blew out; passenger injured.
13. Team and car; driver of team injured.
14. Derailed car; man injured.
14. Man fell getting off car.
14. Woman struck by car.
14. Man fell trying to get on car.
15. Woman fell trying to board car.
16. Girl run over by car (death).
16. Woman fell getting off car.
16. Trolley came off; woman injured.
16. Team and car; driver of team injured.
17. Man fell getting off car.
17. Man fell trying to board car.
17. Team and car; driver of team injured.
18. Man fell getting off car.
18. Team and car; driver of team injured.
19. Man fell getting on car.
19. Man fell getting off car.
20. Man fell jumping from car.
20. Child fell off seat of car.
20. Man struck by falling sign.
20. Man on bicycle and car.
20. Man jumped and fell from car.
20. Car on fire.
21. Woman fell in car.
21. Child fell on fender of car.
21. Woman fell getting off car.
21. Man fell trying to get on car.
21. Man fell getting off car.
22. Man fell trying to board car.
23. Man fell trying to board car.
23. Team and car; driver of team injured.
23. Woman fell getting off car.
23. Team and car; driver of team injured.
23. Man fell getting off car.
24. Man jumped and fell from car.
24. Man fell trying to board car.
25. Man jumped and fell from car.

1900.

- Apr. 25. Fuse blew out; horse frightened; man thrown from horse.
25. Woman injured on account of sudden start of car.
26. Man fell getting off car.
26. Man injured by door of car.
26. Man fell getting off car.
26. Man injured by door of car.
26. Man fell getting off car.
26. Man fell trying to board car.
26. Derailed car; passenger injured.
27. Team and car; driver of team injured.
27. Man fell getting off car.
27. Woman fell getting off car.
27. Man received shock on car.
28. Woman injured by door of car.
28. Woman injured on car.
28. Man fell trying to board car.
28. Bicycle and car; man on bicycle injured.
28. Woman injured by gate on car.
29. Fuse blew out; passenger injured.
29. Man on bicycle and car.
29. Collision of cars; passenger injured.
29. Controller blew out; passenger injured.
29. Woman fell getting off car.
29. Man jumped and fell getting off car.
30. Man fell trying to board car.
30. Man injured by trolley rope.
30. Woman fell after getting off car.
30. Man fell getting off car.
30. Team and car; driver of team injured.
30. Woman injured by back of seat.
30. Disabled car; man hurt.
- May 1. Man fell under car.
1. Man injured near car.
1. Woman fell getting on car.
1. Man fell getting off car.
1. Man struck by car.
1. Team and car; driver of team injured.
1. Man injured on car.
1. Man fell getting off car.
1. Man fell getting off car.
2. Man jumped and fell from car.
2. Collision of cars; passenger injured.
2. Team and car; driver of team injured.
2. Man fell trying to board car.
2. Woman ran against car.
2. Team and car; driver of team injured.

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- May 2. Woman fell getting off car.
 2. Man struck by car.
 3. Woman struck by car.
 3. Man injured on car.
 3. Collision of cars; passenger injured.
 3. Team and car; driver of team injured.
 3. Man fell getting off car.
 3. Derailed car; passenger injured.
 4. Woman struck by car.
 4. Man fell trying to board car.
 4. Man ran against car.
 4. Collision of cars; woman injured.
 4. Team and car; driver of team injured.
 5. Man fell getting off car.
 6. Man jumped and fell from car.
 7. Woman claims injury on car.
 7. Team and car; driver of team injured.
 7. Woman fell getting off car.
 8. Team and car; driver of team injured.
 9. Man fell trying to board car.
 9. Man fell getting off car (death).
 9. Controller blew out; passenger injured.
 9. Car disabled; man injured.
 10. Man fell on fender of car.
 10. Boy struck by car.
 10. Horse and car; man on horse hurt (death).
 10. Woman fell in car.
 10. Trolley off; passenger injured.
 11. Man jumped and fell from car (death).
 11. Team and car; driver of team injured.
 11. Man had hand injured by door of car.
 11. Collision of cars; passenger injured.
 12. Man claims injury getting on car.
 12. Man struck by car.
 12. Man on bicycle and car.
 13. Woman fell getting off car.
 13. Man on car struck by car.
 13. Woman fell getting off car.
 13. Woman fell getting on car.
 13. Woman fell getting off car.
 13. Man struck by car.
 13. Woman fell getting off car.
 13. Man fell getting off car.
 13. Car disabled; man injured.
 14. Overhead switch burned out; man injured.
 14. Woman injured by door of car.

1900.

- May 14. Woman stepped between car and platform and was injured.
 14. Team and car; driver of team injured.
 15. Woman fell getting off car.
 15. Man injured getting on car.
 15. Collision of cars; woman injured.
 15. Man fell getting off car.
 15. Woman fell getting off car.
 16. Woman injured by car.
 16. Man fell getting on car.
 16. Team and car; driver of team injured.
 16. Man on bicycle and car.
 16. Woman fell getting off car.
 17. Woman fell getting on car.
 17. Woman fell getting on car.
 17. Man struck by car.
 17. Man fell getting on car.
 17. Man on bicycle struck by car.
 17. Man fell getting off car.
 17. Team and car; driver of team injured.
 18. Team and car; driver of team injured.
 18. Woman dragged getting on car.
 18. Man fell getting off car.
 19. Team struck by car.
 19. Man injured getting on car.
 19. Team and car.
 20. Man on bicycle struck by car.
 20. Woman fell getting off car.
 20. Carriage and car; woman in carriage injured.
 21. Trolley came off; woman hurt.
 21. Woman fell getting off car.
 21. Man struck by fender of car.
 21. Man dragged getting on car.
 21. Team and car; driver of team injured.
 22. Controller flashed; woman injured.
 22. Man jumped and fell from car.
 22. Team and car; driver of team injured.
 22. Woman fell getting off car.
 22. Man fell getting off car.
 22. Woman fell getting off car.
 23. Carriage and car; driver of carriage injured.
 23. Team and car; driver of team injured.
 23. Man fell getting off car.
 23. Man fell getting on car.
 24. Boy fell over fender of car.
 24. Collision of cars; woman injured.
 24. Motorman hurt (employee).
 24. Woman injured getting on car.

of relief will involve the use of Marlborough Street. If this is a mistaken view, the error is not a disastrous one, as the present tracks and equipment would have to be replaced in the event of any important use of the street for railway purposes. With the tracks removed, the question of future facilities can be taken up and treated without embarrassment or prejudice.

For the Board,

WM. A. CRAFTS,

Clerk.

DECEMBER 19, 1900.

MISCELLANEOUS STREET RAILWAY MATTERS.

BOSTON ELEVATED RAILWAY COMPANY — CERTIFICATES OF APPROVAL
OF PLANS.

In the matter of the application of the Boston Elevated Railway Company for certain changes in track construction, — it is

Ordered, That the approval of the Board be hereby given to the proposed track construction on the part of the Boston Elevated Railway Company set out in the petition of said company, dated June 13, 1900, and illustrated in the sketch accompanying such petition, showing a typical junction point; it being understood that there is reserved to the Board the right to withdraw its approval of this modification of construction at any time when it shall be deemed proper so to do.

Attest: WM. A. CRAFTS,

Clerk.

JUNE 22, 1900.

Upon the petition of the Boston Elevated Railway Company, and after public notice and hearing of all parties desiring to be heard, the annexed plan, numbered 20224, showing proposed changes in location of a portion of the structure and tracks and the proposed location of an additional station in Thompson Square, is hereby approved by the Board, and the modifications and changes which are shown on said plan, of certain plans numbered 25038 and 25039, heretofore approved by the Board on July 11, 1898, and of the amended plan numbered 25475, heretofore approved by the Board on July 7, 1899, are hereby consented to.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

JULY 17, 1900.

Upon the petition of the Boston Elevated Railway Company, and after hearing the representatives of said railway company and examining the plans, the annexed plans, numbered 20023, 20126, 20127, 20128, 20465, 20466, 20226, 20227, 20228, 26317, 26318, showing

proposed changes in the arrangement of certain stations and of the platforms, stairways and approaches thereto, are hereby approved by the Board; and the modifications and changes which are shown on said plans, of certain plans numbered 25022, 25024, 25026, 25027, 25028, 25029, 25030, 25031, 25035, 25036, 25038, 25039, 25041, heretofore approved by the Board on July 11, 1898, and of the amended plans 20007, 20008, 20112, 20113, 20151, 20192, 10163, 20190, 20186, 20187, 20188, 20204, 20205, 20051, 20052, 20053, 20054, 20055, heretofore approved by the Board on July 26, 1898, and of the amended plans numbered 25022, 25038, 20013, 20014, heretofore approved by the Board on January 20, 1899, and of the amended plan numbered 20224, heretofore approved by the Board on July 12, 1900, are hereby consented to.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

JULY 18, 1900.

At a hearing upon the petition of the Boston Elevated Railway Company, dated September 26, 1900, the plans annexed hereto, showing modifications and changes from plans heretofore approved by the Board, were presented, as follows: Numbers 27550, 27555, showing platforms and inclined tracks at Dudley Street station; 20130, Pleasant Street station; 20471, Rowe's Wharf station; 20469, State Street station, 20470, Hanover Street station.

The above plans show modifications or changes from the following noted plans: 25022, 25028, 25032, 25033, 25034, approved by the Board July 11, 1898; from the amended plans 20007, 20008, 20168, 20189, 20170, approved by the Board July 26, 1898; from the amended plans 25022, 20013, 20014, approved by the Board January 20, 1899; and from the amended plans 20023, 20128, approved by the Board July 18, 1900.

Also plans annexed hereto, showing proposed track system and guards for the conductor rail, numbered as follows: 20615, 20902, 20903, 20904, showing modifications and changes from and additions to plan 20608, approved by the Board July 26, 1898.

The modifications, changes and additions shown on plans annexed hereto and noted above are hereby approved.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

NOVEMBER 9, 1900.

Upon the petition of the Boston Elevated Railway Company, after public notice and hearing of all parties desiring to be heard, the annexed plans, numbered 20551, 20253, 20254, 20255, 20257, showing the proposed form and method of construction, and plans numbered 25491, 25492, 25493, 25494, 25495, showing the proposed location of the tracks and stations of a portion of the railway of said company in Washington Street from Townsend Street to Hawthorne Avenue, in the city of Boston, are hereby approved.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

NOVEMBER 14, 1900.

LYNN & BOSTON RAILROAD COMPANY — COMMUTATION CHECKS.

Petition of William J. Brickley and Others, in which the Board is asked to enforce the Provisions of Section 47, Chapter 113, Public Statutes, in Respect to Transportation over a Certain Line of the Lynn & Boston Railroad.

At the hearing upon this petition it was claimed that commutation checks should be issued to persons riding upon any car of the Lynn & Boston Railroad from Everett to Chelsea Square with the purpose of taking a car of the Boston Elevated Railway Company from Bel-
lingham station to East Boston. The above named cars of the Lynn & Boston Railroad Company upon which it is urged that these checks should be issued do not enter East Boston, and the route over which the passengers claiming such checks seek to enter East Boston is one which regularly involves not only a change from one railway to another, but a payment of separate fares upon each as independent systems. Passengers over the Lynn & Boston Railroad from Everett to Chelsea may, as the result of an order of this Board dated June 28, 1899, secure transfers at Chelsea Square for passage over other cars of the Lynn & Boston Railroad into Boston. Upon such other cars they are entitled to receive the commutation check in question. But, in the opinion of the Board, the provisions of the above named statute do not apply to such a case as is here presented. Accordingly it is

Ordered, That the petition be dismissed.

Attest :

WM. A. CRAFTS,
Clerk.

DECEMBER 21, 1900.

PETITION OF THE BOSTON ELEVATED RAILWAY COMPANY AND THE
WEST END STREET RAILWAY COMPANY, CLAIMING EXEMPTION
FROM THE PROVISIONS OF THE LAW REQUIRING THE PLATFORMS
OF CARS TO BE ENCLOSED.

The Legislature, in chapter 414, Acts of 1900, has declared that street cars shall have their platforms enclosed for the protection of employees during the months of January, February, March and December, in such manner as this Board shall approve. To the general rule it makes a possible exception. Section 2 of the act reads as follows : —

Any street railway company operating cars in a city of more than one hundred and fifty thousand inhabitants may, on or before the first day of October in the year nineteen hundred, petition the board of railroad commissioners to be exempted from the provisions of this act so far as relates to such lines or routes owned or controlled by said company, where said company claims cars cannot be operated with safety ; and if after hearing and investigation said board decides that in its opinion street cars with the platform enclosed, as required by section one of this act, cannot be operated with safety in such city, upon any or all of its lines or routes, this act shall not be applicable to said company, its officers or cars, so far as relates to such lines or routes so decided to be unsafe for such operation. Said board shall render its decision on all petitions brought under this section, with the reasons for such decision, on or before the first day of January in the year nineteen hundred and one, but said decision shall at any time be subject to revision by said board. If however said board shall decide adversely to the claim of said company in regard to any lines or routes included in said petition, then said petitioning railway company shall enclose the platforms of its cars operated on such lines or routes, in the manner provided in section one, within such time as said board shall deem reasonably requisite, not however exceeding four years from the date of the decision of the said board.

The single question before the Board is that of relative safety of operation of street cars. Absolute safety is unattainable in the operation of any car. The management of the Boston Elevated Railway system is admittedly able and efficient, and yet accidents are not infrequent. Aside from those which may be due to any lack of precaution on the part of the employees, there are many that arise from the fact that the company is unable to take care of those who will not take care of themselves. The question is, whether the use of cars with enclosed platforms will increase this liability to accident.

The petitioners claim “ that street cars cannot be operated with safety upon any of the lines or routes owned or controlled by them, provided the platforms of the cars so operated be enclosed in the manner provided in section 1 of chapter 414 of the Acts of 1900.”

Much evidence, for the most part expert opinion, has been presented to the Board, not only at the public hearings upon the petition, but in response to the further inquiry which the Board has felt it a duty to make, in view of the important results to follow its decision. The inquiry has extended to nearly if not quite all the larger communities in the United States and Canada, and the information received is on file in this office in tabulated form for convenient reference.

It would seem to be admitted upon all sides that vestibuled cars can be safely operated upon country roads and upon the streets of the smaller towns and cities. As to the safety of operation of such cars upon the crowded streets of a populous city, opinions differ. In several instances the views of independent railway managements in the same city, each of which has had experience with vestibuled cars, are at variance, — the one declaring such cars safe, and the other declaring them unsafe. Two public boards after investigation have decided that the use of vestibuled cars in large cities is dangerous. Public authorities in other instances have endorsed their use. It is a significant fact that the number of these cars in actual operation has increased steadily, and that nothing seems to have occurred to lead companies that have once introduced them to do away with their use. The closer the acquaintance with actual results, the more the vestibule has grown in favor. It is noticeable, too, that opinions to the effect that they increase the liability to accident are seldom supported by any conclusive proof of the correctness of the belief from the record of accidents.

The petitioners urge that apprehension of peril in the use of enclosed platforms is justified from what is claimed to be their interference with a proper exercise of the senses of sight and hearing on the part of motormen. As to the ordinary streets within and the wider streets and avenues without the business centres of the city, we cannot agree that such apprehension has any reasonable foundation. We think experience has demonstrated that in such streets these cars can be safely operated. The weight of the evidence before us allows no other conclusion. In some of the very narrow and crowded streets of the city, however, for example, at the corner of Washington, Summer and Winter streets, where men and women and carriages and cars are frequently making common use of the way, and avoiding one another as best they can, there is more reason for fear as to the effect of enclosed platforms. An unobstructed view upon all sides as well as in front is of great importance to the motorman. The cars are necessarily moving slowly, and to meet an emergency at any minute likely to arise the motorman must not only have the power to stop the car at once, but he must have every opportunity for receiving instant notice of the need. In some other places peculiar con-

ditions may be similarly exacting. Were it impracticable to provide a vestibule which would allow the motorman the fullest command of his faculties and senses in such situations, we should be obliged to decide that vestibuled cars could not be safely operated in these localities. We are not satisfied, however, that vestibules cannot be provided of such a character as not to materially obstruct the view. They surely can be constructed with windows that can be easily lowered and with doors that can be readily opened. Should there be any reason to fear that the enclosed platform would upon certain streets be objectionable, the windows could be lowered and the doors opened, and the car thus practically operated as an ordinary car. A rule requiring cars to be operated in this way upon approaching places where peculiar conditions seem to require it would be easy of execution, and would add nothing to the responsibility of employees in calling for the exercise of discretion.

The same rule could well be applied to the operation of cars through the subway.

To avoid delay from the use of one platform only for entering and leaving the cars at busy stations, the front platform could be freely used at such stations by opening the doors.

It has been urged that the necessity of shutting the front platforms from view after dark, in order to prevent the light inside the car from disturbing the view outside, is a source of danger from the possibility that the motorman may be suddenly disabled. Experiments show that this danger can be avoided by leaving uncurtained a space which will disclose the motorman at his post without allowing the escape of light from the inside in such a way as to confuse the view.

Upon the whole, we are not prepared to say that in our opinion cars with platforms properly enclosed and controlled, as we think they may be, cannot be safely operated in the city of Boston. We must, therefore, find adversely to the claim of the petitioners. We reach this conclusion with the less hesitation, for the reason that, as we think we ought to interpret the law, the Legislature has wisely provided that the decision now made is subject to revision at any time, and, in the control which the Board may exercise over the manner in which these cars shall be introduced into use, has afforded an opportunity for a test of the safety of operation from actual experience before the street railway company and the public are committed to the consequences of a complete equipment of the system. With this end in view, we adopt the full period authorized by the statute, and fix the first day of January, 1905, as the time, unless hereafter otherwise ordered, within which the petitioners shall enclose the platforms of cars in the manner provided by law. For the purpose of the experimental test, cars with platforms enclosed in a manner approved by the Board shall be provided by the petitioners

for use upon such lines and routes and in such number as shall be determined by the Board, and such cars shall be ready for operation on or before the first day of December, 1901. If, as a result of actual experience, the opinion that these cars can be operated safely within the city of Boston shall prove to be incorrect, the decision now rendered will be revoked.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

DECEMBER 31, 1900.

PETITION OF THE LYNN & BOSTON RAILROAD COMPANY, CLAIMING
EXEMPTION FROM THE PROVISIONS OF THE LAW REQUIRING THE
PLATFORMS OF CARS TO BE ENCLOSED.

This petition is brought under section 2 of chapter 414, Acts of 1900. The petitioner claims "that it cannot operate with safety its cars which run on any of its lines or routes entering the subway or elsewhere in said city (Boston), if it is obliged to enclose the platforms of the same."

For the reasons given for the action of the Board upon the petition of the Boston Elevated Railway Company and the West End Street Railway Company under the above named section of this statute, the Board must find adversely to the claim of the petitioner. In view of the fact that the conditions under which the petitioner operates its street cars are in certain localities similar to conditions existing upon portions of the system of the West End Street Railway Company, and in the belief that for this reason it may be desirable in this case, as in the other, to secure results from an actual experiment in the use of cars with enclosed platforms before the system shall be completely equipped with them, — it is

Ordered, That the Lynn & Boston Railroad Company shall, on or before the first day of December, A.D. 1903, unless otherwise ordered, enclose the platforms of all cars to be used for the transportation of passengers during the months of January, February, March and December, on all lines and routes over which cars are operated by said company within the city of Boston, in the manner provided in the above named statute.

For the purpose of the experimental test, cars with platforms enclosed in a manner approved by this Board shall be provided by the petitioner for use upon such lines or routes, in such number as the Board shall require, and such cars shall be ready for operation on or before the first day of December, 1901.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 31, 1900.

PETITION OF THE WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY, CLAIMING EXEMPTION FROM THE PROVISIONS OF THE LAW REQUIRING THE PLATFORMS OF CARS TO BE ENCLOSED.

This petition is brought under section 2 of chapter 414, Acts of 1900. The petitioner claims that "it cannot operate with safety its cars which run on any of its lines or routes in said city (Boston), if it is obliged to enclose the platforms of the same."

For the reasons given for the action of the Board upon the petition of the Boston Elevated Railway Company and the West End Street Railway Company, under the above named section of this statute, the Board must find adversely to the claim of the petitioner; and accordingly it is

Ordered, That the West Roxbury & Roslindale Street Railway Company shall, on or before the first day of December, A.D. 1902, enclose the platforms of all cars to be used for the transportation of passengers during the months of January, February, March and December, on all lines and routes over which cars are operated by said company within the city of Boston, in the manner provided in the above named statute.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 31, 1900.

ORGANIZATION OF NEW STREET RAILWAY COMPANIES.

Certificates of compliance with the requirements of the general law preliminary to incorporation, were issued to the following new street railway companies during the last calendar year:—

Concord & Clinton,	November 1, 1900.
Haverhill & Andover,	October 22, 1900.
Haverhill & Southern New Hampshire,	August 1, 1900.
Lawrence & Methuen,	September 18, 1900.
Lawrence & Reading,	April 2, 1900.
Middleton & Danvers,	October 9, 1900.
Natick & Needham,	April 3, 1900.
Norwood, Canton & Sharon,	March 15, 1900.
Pembroke,	January 2, 1900.
Southbridge & Charlton Depot,	April 5, 1900.
Waltham,	August 29, 1900.
Westborough & Worcester,	May 29, 1900.
Woburn & Boston,	November 9, 1900.

[F.]

MISCELLANEOUS REPORTS AND ORDERS.

CHANGE IN OPERATION OF DRAW IN SLADE'S FERRY BRIDGE, AND
APPORTIONMENT OF EXPENSE THEREOF.

Pursuant to the authority conferred upon it under the provisions of chapter 206 of the Acts of the Legislature of 1900, the Board has proceeded to consider a change in the operation of the draw of the highway and railroad bridge across Taunton River, between the city of Fall River and the town of Somerset.

Two public hearings were given, at which were represented the city of Fall River, the New York, New Haven & Hartford Railroad Company, the Globe Street Railway Company and the towns of Somerset, Swansea, Dighton and Rehoboth.

In view of all the statements of fact and expert opinion presented, — it is

Ordered, That the draw of the highway and railroad bridge across the Taunton River, between the city of Fall River and the town of Somerset, be operated by electricity; and that the structure be altered by providing motors and gearing attached to the structure suitable for operating it by electric power, and in accordance with detail plans to be hereafter submitted to and approved by the Board.

It is further ordered, That the work of effecting such alteration shall be performed by the New York, New Haven & Hartford Railroad Company, and shall be completed on or before January 1, 1901; such period of time, however, to be further extended by the Board, if upon good cause shown it shall appear that, with all reasonable effort made, the completion of said work shall have required further time.

It is further ordered, That the proportions in which the cost of making these alterations and of thereafter operating said draw shall be borne and paid as follows:—

The New York, New Haven & Hartford Railroad Company shall bear and pay sixty per cent of such cost.

The Globe Street Railway Company shall bear and pay twenty per cent of such cost.

The city of Fall River shall bear and pay fifteen per cent of such cost.

The town of Somerset shall bear and pay two and seventy-five one-hundredths per cent of such cost.

The town of Swansea shall bear and pay two and twenty-five one-hundredths per cent of such cost.

In the opinion of the Board, in view of all the evidence, the towns of Dighton and Rehoboth ought not to be called upon to bear and pay any part of this cost.

GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

Commissioner Jackson did not sit in this matter, owing to the fact that he had been formerly interested in this case as counsel for some of the parties.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 29, 1900.

REPORT OF JOINT BOARD OF RAILROAD COMMISSIONERS AND HARBOR
AND LAND COMMISSIONERS, RELATIVE TO BRIDGE OVER ACUSHNET
RIVER, BETWEEN NEW BEDFORD AND FAIRHAVEN.

Whereas, The city of New Bedford, in the county of Bristol and Commonwealth aforesaid, has been authorized by the General Court, by chapter 439 of the Acts of the year 1900, to construct a temporary bridge over the channel of Acushnet River, between the city of New Bedford and the west side of Fish Island, in the county of Bristol and Commonwealth aforesaid; and, before beginning said work, has given written notice to the Board of Railroad Commissioners and the Board of Harbor and Land Commissioners, constituted a joint board under said act, of the work intended to be done, and submitted, for the approval of the joint board, plans showing in detail the location and dimensions of said work, and the mode in which the same is to be performed; and *whereas*, due notice of said application, and of the time and place fixed for a hearing thereon, has been given;

Now, the joint board, having heard all parties desiring to be heard and having fully considered said application, hereby approves the plans for said work, hereto annexed, and the mode of performing the same as shown thereby, and hereby authorizes said work to be done in accordance therewith, subject to the provisions of chapter 439 of the Acts of 1900, and of all laws of the United States which are or may be in force applicable thereto.

The work hereby authorized and approved is the construction of a temporary bridge, on piles, to be built without a draw therein, across a portion of Acushnet River between the city of New Bedford and the west side of Fish Island; also the approaches to said bridge, as

shown on the plans annexed hereto, dated July 26, 1900, and signed by the joint board.

The Union Street Railway Company shall lay its tracks upon said bridge and approaches as shown on said plans, under the general supervision of the city engineer of the city of New Bedford, and operate the same as at present, and under such further regulations, terms and conditions as the joint board may from time to time prescribe.

The city is to connect the old channel of the river with the new channel north of Fish Island before constructing the temporary bridge, in accordance with a plan entitled "Location of proposed Dredging by the City of New Bedford," etc., by W. F. Williams, city engineer, dated July 23, 1900, under a contract already executed.

Said temporary bridge shall be removed to the satisfaction of the joint board upon the completion of the permanent bridge and approaches thereto.

In witness whereof, the joint Board have hereto set their hands this twenty-sixth day of July, in the year nineteen hundred.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Railroad Commissioners.

WOODWARD EMERY,
CLINTON WHITE,
CHAS. C. DOTEN,
Harbor and Land Commissioners.

APPOINTMENT OF RAILROAD INSPECTOR.

Ordered, That John Q. Hennigan of North Attleborough, Massachusetts, be, and he hereby is, under the provisions of chapter 535 of the Acts of 1894, and chapter 376 of the Acts of 1897, appointed to be a Railroad Inspector, with the powers and duties in said statutes set forth, to hold said office for a term commencing on the eighteenth day of July, 1900, and terminating on the first day of October, 1901, unless sooner removed for cause.

Until further notice, the Board specially assigns to Inspector Hennigan, for examination under the above named statutes, the railroads and street railways heretofore assigned to Inspector Charles E. Paige, deceased.

By order of the Board,

WM. A. CRAFTS,
Clerk.

APPOINTMENT OF RAILROAD INSPECTOR.

Ordered, That Lewellyn H. McLain of Newtonville, Massachusetts, be, and he hereby is, under the provisions of chapter 535 of the Acts of 1894 and chapter 376 of the Acts of 1897, appointed to be a Railroad Inspector, with the powers and duties in said statutes set forth, to hold said office for a term commencing on the first day of October, 1900, and terminating on the first day of October, 1903, unless sooner removed for cause.

Until further notice, the Board will assign Inspector Lewellyn H. McLain such duties as from time to time it may direct.

By order of the Board,

WM. A. CRAFTS,
Clerk.

SEPTEMBER 26, 1900.

APPOINTMENT OF RAILROAD INSPECTOR.

Ordered, That Daniel M. Wheeler of Worcester, Massachusetts, be, and he hereby is, under the provisions of chapter 535 of the Acts of 1894 and chapter 376 of the Acts of 1897, appointed to be a Railroad Inspector, with the powers and duties in said statutes set forth, to hold said office for a term commencing on the first day of October, 1900, and terminating on the first day of October, 1903, unless sooner removed for cause.

By order of the Board,

WM. A. CRAFTS,
Clerk.

SEPTEMBER 26, 1900.

COMPENSATION OF MESSENGER.

Ordered, That the compensation of George L. Brackett for performance of all duties required by the Board in the care of their office, and as messenger, be at the rate of eight hundred dollars a year, from and after the first day of March, 1900.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 19, 1900.

[G.]

EXPENSES OF OFFICE.

Rent of office,	\$3,457 51
Care of office and messenger,	791 67
Experts,	3,488 00
Expenses of railroad inspectors,	605 40
Stenography and typewriting,	347 03
Printing and binding,	479 98
Newspapers and publications,	86 13
Advertising,	102 11
Express,	118 57
Postage,	240 30
Telephone and telegrams,	203 72
Typewriter and supplies,	114 40
Stationery,	247 09
Furniture and repairs,	300 30
Electric light fixtures and lighting,	273 51
Gas and ice,	30 20
Cleaning carpets and towels,	98 16
Carpets, etc.,	116 27
Carpenter work,	346 56
Map of street railways,	128 50
Travelling expenses,	52 70
Sundries,	53 10
Total office expenses,*	\$11,681 21

* Exclusive of salaries fixed by statute.

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COMPILED FROM THE

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FOR THE

YEAR ENDING JUNE 30, 1900.

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DESCRIPTION OF RAILROADS OWNED AND OPERATED.

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	From	To	Total.	In Massa- chussets.	Total.	In Massa- chussets.	Total.	In Massa- chussets.	
ATTEBOROUGH BRANCH. (See <i>N. Y., N. H. & Hartford.</i>)									
BERKSHIRE. (See <i>New York, New Haven & Hartford.</i>)									
BOSTON & ALBANY, . . .	Boston, . . .	Albany, N. Y., . . .	201.650	162.350	235.290 ¹	135.990 ¹	202.600	174.020	639.540
<i>Athol, . . .</i>	<i>Springfield, . . .</i>	<i>Athol, . . .</i>	<i>45.260</i>	<i>45.260</i>	—	—	9.160	9.160	54.420
<i>Grand Junction, . . .</i>	<i>Cottage Farm, . . .</i>	<i>East Boston, . . .</i>	<i>9.450</i>	<i>9.450</i>	5.110	5.110	24.140	24.140	38.700
<i>Hudson, . . .</i>	<i>Chatham, N. Y., . . .</i>	<i>Hudson, N. Y., . . .</i>	<i>17.330</i>	—	1.000	—	7.100	—	25.430
<i>Millford, . . .</i>	<i>S. Framingham, . . .</i>	<i>Millford, . . .</i>	<i>12.000</i>	12.000	—	—	6.420	6.420	18.420
<i>Millbury, . . .</i>	<i>Millbury Jct., . . .</i>	<i>Millbury Village, . . .</i>	<i>3.000</i>	3.000	—	—	.650	.650	3.650
<i>Newton Highlands, . . .</i>	<i>Beacon St., Boston, . . .</i>	<i>Riverside Jct., . . .</i>	<i>9.890</i>	9.890	9.890	9.890	5.600	5.600	25.380
<i>Newton Lower Falls, . . .</i>	<i>Riverside Jct., . . .</i>	<i>Newton L. Falls, . . .</i>	<i>1.090</i>	1.090	—	—	.650	.650	1.740
<i>Saxonville, . . .</i>	<i>Natick, . . .</i>	<i>Saxonville, . . .</i>	<i>3.700</i>	3.700	—	—	2.220	2.220	5.920
<i>Spencer, . . .</i>	<i>Spencer, . . .</i>	<i>South Spencer, . . .</i>	<i>2.180</i>	2.180	—	—	1.110	1.110	3.290
<i>Chester & Becket, . . .</i>	<i>Chester, . . .</i>	<i>Chester Quarries, . . .</i>	<i>5.270</i>	5.270	—	—	1.800	1.800	7.070
<i>North Brookfield, . . .</i>	<i>East Brookfield, . . .</i>	<i>North Brookfield, . . .</i>	<i>4.000</i>	4.000	—	—	1.310	1.310	5.310
<i>Pittsfield & North Adams, . . .</i>	<i>Pittsfield, . . .</i>	<i>North Adams, . . .</i>	<i>18.550</i>	18.550	—	—	7.420	7.420	25.970
<i>Prov., Webster & Springfield, . . .</i>	<i>Webster Jct., . . .</i>	<i>Webster, . . .</i>	<i>11.230</i>	11.230	—	—	3.200	3.200	14.430
<i>Ware River, . . .</i>	<i>Palmer, . . .</i>	<i>Winchendon, . . .</i>	<i>49.350</i>	49.350	—	—	7.120	7.120	56.470
BOSTON & LOWELL. (See <i>Boston & Maine.</i>)									
BOSTON & MAINE, . . .	Boston, . . .	Portland, Me., . . .	115.310	36.560	82.770 ²	38.120 ²	111.590	69.230	309.670
	Boston, . . .	Portland, Me., . . .	108.290	41.450	56.910 ³	41.050 ³	77.810	46.880	243.010
	Conway Jct., Me., . . .	Intervale Jct., N. H., . . .	73.370	—	—	—	21.150	—	94.520
	Portland, Me., . . .	Rochester, N. H., . . .	53.860	—	—	—	20.480	—	74.340
<i>Asbury Grove, . . .</i>	<i>Wenham, . . .</i>	<i>Asbury Grove, . . .</i>	<i>1.060</i>	1.060	—	—	.350	.350	1.410
<i>Charlestown, . . .</i>	<i>E. Somerville, . . .</i>	<i>Charlestown, . . .</i>	<i>1.090</i>	1.090	1.090	1.090	—	—	2.180

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
BOSTON & MAINE — Con.									
<i>Mystic,</i>	Somerville,	Mystic Wharves,	2,250	2,250	.850	.850	28,300	28,300	31,400
<i>Salem & Lowell,</i>	Peabody,	Tewksbury,	16,800	16,800	—	—	7,420	7,420	24,220
<i>Stoneham,</i>	Montvale Jct.,	Stoneham,	2,500	2,500	—	—	1,510	1,510	4,010
<i>Woburn,</i>	Winchester,	No. Woburn Jct.,	6,200	6,200	6,200	6,200	3,680	3,680	16,080
Central Massachusetts,	No. Cambridge,	Northampton,	98,770	98,770	—	—	24,300	24,300	123,070
Concord & Montreal,	Nashua, N. H.,	Groveton, N. H.,	181,070	181,070	36,620 ¹	36,620 ¹	112,760	—	330,450
<i>Franklin & Tilton,</i>	Franklin, N. H.,	Tilton, N. H.,	4,950	—	—	—	2,280	—	7,230
<i>Hedding,</i>	E. Hedding, N. H.,	H. Camp Gr'd, N. H.,	780	—	—	—	100	—	880
<i>Hooksett,</i>	Hooksett, N. H.,	Bow Jct., N. H.,	7,590	—	—	—	3,730	—	11,320
<i>Lake Shore,</i>	Lakeport, N. H.,	Alton Bay, N. H.,	17,280	—	—	—	1,470	—	18,750
<i>Manchester & No. Weare,</i>	Manchester, N. H.,	Henniker, N. H.,	24,500	—	—	—	8,650	—	33,150
<i>Mount Washington,</i>	Wing Road, N. H.,	Mt. Washington, N. H.,	20,170	—	—	—	5,910	—	26,080
<i>New Boston,</i>	Parker's, N. H.,	New Boston, N. H.,	5,190	—	—	—	830	—	6,020
<i>Profile & Franconia,</i>	Bethlehem J., N. H.,	Profile House, N. H.,	12,840	—	—	—	1,820	—	14,660
<i>Suncook Valley Extension,</i>	Bethlehem J., N. H.,	Bethlehem, N. H.,	4,460	—	—	—	1,210	—	5,670
<i>Tilton & Belmont,</i>	Pittsfield, N. H.,	Ctr. Barnstead, N. H.,	4,170	—	—	—	.650	—	4,820
<i>Whitefield & Jefferson,</i>	Belmont Jct., N. H.,	Belmont, N. H.,	33,690	—	—	—	9,810	—	43,500
<i>Concord & Portsmouth,</i>	Whitefield J., N. H.,	Berlin Mills, N. H.,	39,870	—	—	—	14,930	—	54,800
<i>Connecticut River,</i>	Jeff. Mead's, N. H.,	Jefferson, N. H.,	74,000	50,080	36,800 ²	36,800 ²	58,390	51,440	169,190
<i>Chicopee Falls,</i>	Springfield,	Keene, N. H.,	2,350	2,350	—	—	1,750	1,750	4,100
<i>Easthampton,</i>	Chicopee Jct.,	Chicopee Falls,	3,500	3,500	—	—	1,190	1,190	4,690
Conn. & Pass. Rivers,	Mt. Tom Jct.,	Easthampton,	110,300	—	—	—	39,910	—	150,210
Danvers,	White Riv. Jct., Vt.,	Canada Line,	9,260	9,260	—	—	2,440	2,440	11,700
Grand Trunk*,	Wakefield Jct.,	Danvers,	2,950	—	—	—	—	—	2,950
	Lenoxville, P. Q.,	Sherbrooke, P. Q.,	—	—	—	—	—	—	—

Description of Railroads Owned and Operated—Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1.—TERMINI.		2.—LENGTH OF LINE.		3.—SECOND TRACK.		4.—SIDE TRACK.		5.—Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
CAPE ANN GRANITE, CENTRAL MASSACHUSETTS. (See <i>Boston & Maine.</i>)	Lanesville,	Pigeon Cove,	1.436	1.436	—	—	.781	.781	2.217
CHATHAM. (See <i>New York, New Haven & Hartford.</i>)	—	—	—	—	—	—	—	—	—
CHESTER & BECKET. (See <i>Boston & Albany.</i>)	—	—	—	—	—	—	—	—	—
CONNECTICUT RIVER. (See <i>Boston & Maine.</i>)	—	—	—	—	—	—	—	—	—
DANVERS. (See <i>Boston & Maine.</i>)	—	—	—	—	—	—	—	—	—
FITCHBURG,	Boston, Greenfield,	Fitchburg, Troy, N. Y., and Rof'dam J., N. Y.,	50.000	50.000	55.700 ¹	55.700 ¹	100.080	100.080	205.780
<i>Ashburnham,</i>	Ashburnham Jct.,	Bellows Falls, Vt.,	145.630	44.000	51.940	44.000	94.890	34.110	292.460
<i>Ice,</i>	So. Ashburnham,	Ashburnham,	53.620	10.810	—	—	22.000	4.180	75.620
<i>Marlborough,</i>	Charlestown,	Charlestown,	2.590	2.590	—	—	.430	.430	3.020
<i>Milford,</i>	South Acton,	Marlborough,	.680	.680	.680	.680	1.360	1.360	2.720
<i>Monadnock,</i>	Squannacook Jct.,	Milford, N. H.,	12.420	12.420	—	—	4.840	4.840	17.260
<i>Peterborough & Shirley,</i>	Winchendon,	Peterboro', N. H.,	21.460	10.420	—	—	4.520	2.320	25.980
<i>Saratoga,</i>	Ayer,	Greenville, N. H.,	15.800	5.400	—	—	2.600	.760	18.400
<i>Watertown,</i>	Saratoga, N. Y.,	Schuylerville, N. Y.,	23.620	10.790	—	—	5.340	2.770	28.960
<i>Worcester,</i>	W. Cambridge,	Waltham,	25.520	6.600	—	—	5.710	—	31.230
<i>Troy & Bennington,</i>	Worcester,	Winchendon,	6.600	6.600	6.600	6.600	7.330	7.330	20.530
<i>Vermont & Massachusetts,</i>	Hoosick Jct., N. Y.,	White Creek, N. Y.,	36.000	36.000	—	—	16.430	16.430	52.430
<i>Turner's Falls,</i>	Fitchburg,	Greenfield,	5.040	—	—	—	1.030	—	6.070
	Turner's Falls Jct.,	Turner's Falls,	56.000	56.000	56.000	56.000	39.420	39.420	151.420
			2.800	2.800	—	—	2.180	2.180	4.980

GRAFTON & UPTON,	North Grafton, .	Millford, .	16,500	16,500	-	-	3,750	3,750	20,250
HOLYOKE & WESTFIELD. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
HOOSAC TUNNEL & WILMING- TON, ²	Hoosac Tunnel,	Wilmington, Vt., .	25,000	8,220	-	-	3,000	1,000	28,000
HORN POND BRANCH. (See <i>Boston & Maine.</i>)	-	-	-	-	-	-	-	-	-
LOWELL & ANDOVER. (See <i>Boston & Maine.</i>)	-	-	-	-	-	-	-	-	-
MILFORD, FRANKLIN & PROV. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
MILFORD & WOODS CROCKET. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
NANTASKET BEACH. (See <i>New York, New Haven & Hartford</i> .)	-	-	-	-	-	-	-	-	-
NANTUCKET CENTRAL, ²	Nantucket,	Siasconset, .	8,500	8,500	-	-	.200	.200	8,700
NASHUA, ACTON & BOSTON. (See <i>Boston & Maine.</i>)	-	-	-	-	-	-	-	-	-
NASHUA & LOWELL. (See <i>Boston & Maine.</i>)	-	-	-	-	-	-	-	-	-
NEWBURYPORT. (See <i>Boston & Maine.</i>)	-	-	-	-	-	-	-	-	-
NEW ENGLAND. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
NEW HAVEN & NORTHAMPTON. (See N. Y., N. H. & Hartford.)	-	-	-	-	-	-	-	-	-
NEW LONDON NORTHERN (operated by <i>Central Vt. R. Co.</i>),	New London, Ct.,	Brattleboro, Vt., .	121,000	54,900	-	-	20,700	10,500	141,700

¹ Including 3,680 miles of third track and 2,020 miles of fourth track.² A narrow-gauge railroad.

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
NEW YORK, NEW HAVEN & HARTFORD.	W'dawn Jct., N.Y.	Providence, R. I.,	173.770	—	284.410 ¹	—	127.130	—	585.310
<i>Henderson Street,</i>	New Haven, Ct.,	Springfield, .	60.170	5.950	60.170	5.950	83.750	8.420	204.090
<i>Housatonic,</i>	Auburn, R. I.,	Providence, R. I.,	3.580	—	1.660	—	.830	—	6.070
<i>Loop,</i>	Bridgeport, Ct.,	State Line, Mass.,	74.970	—	—	—	19.110	—	94.080
<i>Middletown,</i>	Brookfield J., Ct.,	Danbury, Ct.,	5.360	—	—	—	1.160	—	6.520
<i>New Britain,</i>	Botsford, Ct.,	Huntington, Ct.,	9.790	—	—	—	1.460	—	11.250
<i>New Canaan,</i>	Hawleyville, Ct.,	Litchfield, Ct.,	32.280	—	—	—	3.900	—	36.180
<i>Pontiac,</i>	Stonington, Ct.,	Stonington, Ct.,	.970	—	—	—	—	—	.970
<i>Suffield,</i>	Berlin, Ct.,	Middletown, Ct.,	9.700	—	—	—	5.430	—	15.130
<i>Valley,</i>	Berlin, Ct.,	New Britain, Ct.,	3.180	—	3.180	—	9.190	—	15.550
<i>West River,</i>	Stamford, Ct.,	New Canaan, Ct.,	7.660	—	—	—	.980	—	8.640
<i>Attleborough Branch,</i>	Auburn, R. I.,	Pontiac, R. I.,	4.690	—	—	—	—	—	5.080
<i>Berkshire,</i>	Windsor Locks, Ct.,	Suffield, Ct.,	4.320	—	—	—	1.150	—	5.470
<i>Boston & Albany,*</i>	Hartford, Ct.,	Fenwick, Ct.,	46.200	—	—	—	9.510	—	55.710
<i>Boston & Albany,*</i>	New Haven, Ct.,	New Haven, Ct.,	1.660	—	—	—	—	—	1.660
<i>Boston & Albany,*</i>	Attleborough, .	N. Attleborough, .	4.000	4.000	—	—	1.480	1.480	5.480
<i>Boston & Albany,*</i>	W. Stockbridge, .	State Line, Ct.,	20.530	20.530	—	—	5.030	5.030	25.560
<i>Boston & Albany,*</i>	Ashland Jct.,	Ashland, .	.220	.220	—	—	—	—	.220
<i>Boston & Albany,*</i>	Springfield Jct.,	Springfield, .	.590	.590	—	—	—	—	.590
<i>Boston & Albany,*</i>	Worcester Jct.,	Worcester, .	.150	.150	.150	.150	—	—	.300
<i>Boston & Maine,*</i>	Lowell Jct.,	Lowell, .	.570	.570	—	—	—	—	.570
<i>Boston & New York Air Line,</i>	New Haven, Ct.,	Willimantic, Ct.,	52.260	—	5.230	—	16.330	—	73.820
<i>Colchester,</i>	Turnerville, Ct.,	Colchester, Ct.,	3.590	—	—	—	.900	—	4.490
<i>Connection with New Eng-land R.R.,</i>	Boston, .	Providence, R. I.,	41.890 ²	38.700	67.650 ³	60.160 ⁴	362.340	45.960	171.880
	Readville, .	Readville, .	1.200	1.200	1.200	1.200	—	—	2.400

Description of Railroads Owned and Operated — Continued.

RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.)	1. — TERMINI.		2. — LENGTH OF LINE.		3. — SECOND TRACK.		4. — SIDE TRACK.		5. — Total Length computed as Single Track.
	From	To	Total.	In Massachusetts.	Total.	In Massachusetts.	Total.	In Massachusetts.	
NEW YORK, NEW HAVEN & HARTFORD — Con.									
New England — Con.									
<i>Providence,</i>	Providence, R. I.	Willimantic, Ct.	57.760	—	1.270	—	21.130	—	80.160
<i>South Boston Freight,</i>	South Boston,	South Boston,	1.040	1.040	1.040	1.040	—	—	2.080
<i>Southbridge,</i>	E. Thompson, Ct.	Southbridge,	17.360	12.010	—	—	2.970	2.460	20.330
<i>Springfield,</i>	E. Hartford, Ct.	Springfield,	28.310	8.140	—	—	6.320	3.630	34.630
<i>Woonsocket,</i>	Cook St., Newton,	Woonsocket, R. I.,	28.670	27.600	—	—	7.240	4.920	35.910
New Haven & Derby,	New Haven, Ct.	Ansonia, Ct.,	12.900	—	—	—	7.220	—	20.120
<i>Huntington,</i>	Derby, Ct.,	Huntington, Ct.,	3.790	—	—	—	1.990	—	5.780
New Haven & Northampton,	New Haven, Ct.,	Conway Jct.,	94.640	43.380	—	—	44.180	22.270	138.820
<i>New Hartford,</i>	Farmington, Ct.,	N. Hartford, Ct.,	14.090	—	—	—	3.620	—	17.710
<i>Turner's Falls,</i>	S. Deerfield,	Turner's Falls,	10.070	10.070	—	—	2.690	2.690	12.760
<i>Williamsburg,</i>	Northampton,	Williamsburg,	7.510	7.510	—	—	2.190	2.190	9.700
New York & Harlem,*	Grand Central Depot, N. Y.,	Woodlawn J., N. Y.,	12.030	—	36.090 ¹	—	—	—	48.120
Norwich & Worcester,	Worcester,	Groton Jct., Ct.,	70.970	17.880	—	—	35.950	11.230	106.920
Connection with New London Northern R.R.,	Norwich, Ct.,	Norwich, Ct.,	.630	—	—	—	.270	—	.900
	Boston,	Newport, R. I.,	67.600	51.410	49.390 ²	49.390 ²	50.340	44.500	167.330
	May Flower Pk.,	Somerset Jct.,	36.310	36.310	26.750 ³	26.750 ³	33.400	33.400	96.460
	Middleborough,	Provincetown,	85.660	85.660	19.720	19.720	16.460	16.460	121.840
	Raynham,	Whitenton Jct.,	3.380	3.380	3.380	3.380	1.180	1.180	7.940
	Braintree,	Kingston,	32.340	32.340	8.410	8.410	6.450	6.450	47.200
	So. Braintree,	Plymouth,	26.040	26.040	4.280	4.280	12.050	12.050	42.370
	Framingham,	Lowell,	26.120	26.120	4.360	4.360	10.500	10.500	40.980
Old Colony,	New Bedford,	Fitchburg,	91.250	91.250	50.350 ⁴	50.350 ⁴	64.920	64.920	206.520

Attleborough,	Attleboro' Br. Jct.,	Attleborough,	8.600	8.600	-	-	2.640	2.640	11.240
Bridgewater,	Whitman,	Bridgewater,	6.120	6.120	-	-	1.780	1.780	7.900
Brockton,	Elmwood,	Westdale, . . . . .	.750	.750	-	-	-	-	.750
Connection with New Eng- land R.R.,	Boston,	Boston, . . . . .	.230	.230	.230	.230	-	-	.460
Connection with Prov. & Worc. R.R.,	Attleborough,	Attleborough, . . . . .	.220	.220	-	-	-	-	.220
Dorchester & Milton,	Neponset,	Mattapan,	3.300	3.300	-	-	1.330	1.330	4.630
Easton,	Matfield,	Easton,	7.560	7.560	-	-	.920	.920	8.480
Extension to Plymouth & Mid. R.R.,	Middleborough,	Middleborough, . . . . .	.420	.420	-	-	-	-	.420
Fairhaven,	Fairhaven,	Tremont Station,	15.170	15.170	-	-	1.200	1.200	16.370
Fall River,	Fall River,	New Bedford,	12.250	12.250	-	-	2.690	2.690	14.940
Framingham Prison,	S. Framingham,	Reformatory, . . . . .	.620	.620	-	-	.540	.540	1.160
Granite,	Atlantic,	Braintree,	5.410	5.410	-	-	3.450	3.450	8.860
Hanover,	N. Abington,	Hanover,	7.800	7.800	-	-	3.700	3.700	11.500
Hyannis,	Yarmouth,	Hyannis,	5.050	5.050	-	-	2.270	2.270	7.320
Lancaster,	Lancaster Br. Jct.,	Lancaster Mills,	1.630	1.630	-	-	.380	.380	2.010
Marlborough,	Marlboro' Jct.,	Marlborough,	1.470	1.470	-	-	1.470	1.470	2.940
Middleborough & Taunton,	Middleborough,	Taunton Jct.,	8.040	8.040	-	-	1.540	1.540	9.580
Shawmut,	Harrison Sq.,	Shawmut Jct.,	2.390	2.390	-	-	1.010	1.010	3.400
Sterling,	Pratt's Jct.,	Sterling Jct.,	5.030	5.030	-	-	1.350	1.350	6.380
Stoughton,	Stoughton Jct.,	Stoughton,	1.650	1.650	1.650	1.650	.580	.580	3.880
Walpole & Dedham,	Walpole Jct.,	Norwood Jct.,	5.760	5.760	-	-	2.380	2.380	8.140
Warren,	Fall River,	Warren, R. I.,	7.950	5.820	-	-	1.220	.380	9.170
Whitenton Y.,	Taunton,	Taunton, . . . . .	.980	.980	-	-	-	-	.980
Wrentham,	Walpole Jct.,	N. Attleborough,	12.850	12.850	-	-	3.350	3.350	16.200
Wood's Hole,	Buzzard's Bay,	Wood's Hole,	17.540	17.540	-	-	2.300	2.300	19.840
Pawtuxet Valley,	Pontiac, R. I.,	Hope, R. I.,	5.670	-	-	-	1.410	-	7.080

* Trackage rights.

¹ Including 12.030 miles of third track and 12.030 miles of fourth track.² Including 1.530 miles of third track and 1.030 miles of fourth track.³ Including 2.680 miles of third track and 2.630 miles of fourth track.⁴ Including .910 mile of third track.

TABULATED STATEMENTS FROM RETURNS OF RAILROAD CORPORATIONS.

OPERATING RAILROADS.		6. — BOSTON & ALBANY.	7. — BOSTON & MAINE.	8. — BOSTON, REVERE BEACH & LYNN.*	9. — CAPE ANN GRANITE.
ASSETS.					
Construction,	.	\$26,299,992 87	\$36,278,800 67	\$1,445,077 38	\$20,951 92
Equipment,	.	3,572,400 00	4,850,074 91	240,001 06	10,500 00
Lands,	.	1,715,491 74	1,235,619 26	85,087 00	—
Stocks and bonds of other companies,	.	475,485 00	6,128,368 96	—	—
Other permanent property,	.	—	121,521 67	131,000 00	—
Total permanent investments,	.	32,063,369 61	48,614,385 47	1,901,165 44	31,451 92
Cash and current assets,	.	5,503,608 92	6,152,713 44	45,539 97	3,791 03
Miscellaneous assets,	.	327,110 85	2,822,951 66	16,681 97	—
Gross Assets,	.	37,894,089 38	57,590,050 57	1,963,387 38	35,242 95
LIABILITIES.					
Capital stock, common,	.	\$25,000,000 00	\$21,902,925 30	\$850,000 00	\$20,000 00
preferred,	.	—	3,149,800 00	—	—
Total capital stock,	.	25,000,000 00	25,052,725 30	850,000 00	20,000 00
Funded debt,	.	7,485,000 00	21,330,333 61	850,000 00	—
Real estate mortgages,	.	—	594,800 00	—	—
Current liabilities,	.	1,355,663 79	4,832,586 25	191,396 77	14,459 95
Accrued liabilities,	.	85,995 00	2,116,700 36 ¹	8,500 00	—
Total indebtedness,	.	8,926,658 79	28,874,420 22	1,049,896 77	14,459 95
Sinking and other special funds,	.	3,636,358 41	2,143,152 50	5,700 00	—
Gross LIABILITIES,	.	37,563,017 20	56,070,298 02	1,905,596 77	34,459 95
INCOME.					
Revenue from passengers,	.	\$3,914,932 93	\$9,069,117 57	\$354,086 04	—
from mails,	.	342,240 61	350,680 97	—	—
from express,	.	265,996 34	621,543 82	—	—

from extra baggage and storage, from other passenger service,	54,506 30	120,818 62	-	-
<i>Total passenger revenue,</i>	75,637 93	-	354,086 04	-
Revenue from freight, ¹	4,653,314 11	10,162,160 98	-	\$7,896 78
from other freight service,	4,842,414 41	11,982,146 44	-	-
<i>Total freight revenue,</i>	244,381 90	66,794 72	-	-
<i>Total passenger and freight revenue,</i>	5,086,796 31	12,048,941 16	354,086 04	7,896 78
Other earnings from operation,	9,740,110 42	22,211,102 14	-	7,896 78
<i>Gross earnings from operation,</i>	216,028 00	90,661 90	354,086 04	-
Income from other sources,	9,956,138 42	22,301,764 04	20,254 80	7,896 78
GROSS INCOME,	9,956,138 42	22,824,489 93	374,340 84	7,896 78
EXPENDITURES.				
Operating expenses,	\$6,569,230 73	\$15,563,626 69	\$304,316 83	\$5,545 82
Interest on funded and other debts,	337,980 00	1,088,163 45	45,523 03	1,887 12
Taxes,	947,242 11	1,200,598 65	7,500 98	315 60
Rentals paid,	78,000 00	3,214,063 32	-	-
Other charges upon income,	-	64,717 25	-	-
Dividends paid,	2,000,000 00	1,515,304 25	17,000 00	-
GROSS EXPENDITURES,	9,932,452 84	22,652,473 61	374,340 84	7,748 54
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation,	\$3,386,907 69	\$6,732,137 35	\$49,769 21	\$2,350 96
Income from other sources,	-	522,725 89	20,254 80	-
<i>Total income above operating expenses,</i>	3,386,907 69	7,254,863 24	70,024 01	2,350 96
Interest, taxes, rentals, and other charges,	1,363,222 11	5,567,542 67	53,024 01	2,202 72
<i>Net divisible income,</i>	2,023,685 58	1,687,320 57	17,000 00	148 24
Amount of dividends declared,	2,000,000 00	1,515,304 25	17,000 00	-
Percentage of dividends declared,	8.0	- ²	2.0	-
SURPLUS FOR THE YEAR,	23,685 58	172,016 32	-	148 24

* A narrow-gauge railroad.

¹ Including amounts which will be due leased roads on termination of leases, \$1,177,276.86.
² Seven per cent on common and six per cent on preferred capital stock.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	6.—BOSTON & ALBANY — Con.	7.—BOSTON & MAINE — Con.	8.—BOSTON, REVERE BEACH & LYNN — Con.	9.—CAPE ANN GRANITE — Con.
SURPLUS.				
Surplus June 30, 1899,	\$307,386 60	\$1,758,989 73	\$57,790 61	\$634 76
for the year,	23,685 58	172,016 32	—	148 24
Additions during the year,	—	—	—	—
Deductions during the year,	—	411,253 50	—	—
TOTAL SURPLUS JUNE 30, 1900,	331,072 18	1,519,752 55	57,790 61	783 00
VOLUME OF TRAFFIC, ETC.				
Passengers carried,	10,302,009	32,932,814	5,392,059	—
average length of journey,	21.663 miles.	15.950 miles.	6.033 miles.	—
Total passenger mileage,	223,179,584	525,145,571	32,516,135	—
Average fare per mile on local tickets,	1.777 cents.	1.717 cents.	1.088 cents.	—
on commutation tickets,	1.088 "	— ²	—	—
on mileage tickets,	2.000 "	— ³	—	—
on season tickets, . . . . .	.580 "	.665 cents.	—	—
on joint tickets,	2.012 "	1.792 "	—	—
Passengers carried to Boston,	3,175,422	9,586,843	2,302,713	—
from Boston,	3,213,513	9,736,343	2,290,670	—
Tons of freight hauled,	5,216,653	12,426,571	—	—
average length of haul,	112.602 miles.	66.990 miles.	—	41.562
Total freight mileage,	587,404,600	832,397,963	—	1.436 miles.
Average rate per ton mile, local way-bill,	1.262 cents.	2.184 cents.	—	59,683
joint way-bill, . . . . .	.581 "	.973 "	—	—

Miles run by passenger trains,	3,160,908	8,067,943	442,745	-
by freight trains,	2,828,576	5,061,151	-	2,493
by mixed trains,	-	159,985	-	2,493
<i>Total mileage of trains earning revenue,</i>	5,989,484	13,289,079	442,745	-
Miles run by switching trains,	1,322,386	3,772,737	-	-
by construction and other trains,	187,304	1,350,746	2,405	-
<i>Total train mileage,</i>	7,499,174	18,412,562	445,150	2,493
EQUIPMENT.				
Number of locomotives,	245	694	11	1
of passenger and combination cars,	285	1,005 ⁴	51	-
of dining, parlor and sleeping cars,	14 ¹	7	-	-
of baggage, express and mail cars,	65	216 ⁴	-	-
of freight cars (basis 8 wheels),	4,654	11,026	-	15
of officers' and pay cars,	5	6	-	-
of gravel and other cars,	483	506	18	-
MISCELLANEOUS.				
Whole number of stockholders,	8,531	7,150 ³	296	9
number in Massachusetts,	7,374	4,577 ³	265	9
Amount of stock held in Massachusetts,	\$21,697,800 00	\$14,210,600 00 ⁷	\$650,600 00	\$20,000 00
Total miles of road operated,	393,950	1,787,040	13,200	1,436
operated in Massachusetts,	337,320	546,800	13,200	1,436
Highway grade crossings * in Massachusetts,	226	593	11	2
Railroad grade crossings * in Massachusetts,	16	21	-	-
Average number of employees,	5,216	16,091	273	4

¹ Not including 19.36 per cent of 4 buffet cars in "Boston & Chicago Line." ² Within suburban limit, 1 to 2 cents; outside suburban limit, 2 to 2½ cents.

³ 500 miles, 2½ cents; 1,000 miles, 2 cents.

⁴ Including 10 passenger and 4 baggage cars, of which 30.50 per cent are owned by the Boston & Lowell, 37.83 per cent by the Concord & Montreal, and 31.67 per cent by the Canadian Pacific; and also including 12 electric street passenger cars.

⁵ Common, 4,051; preferred, 526.

⁶ Common, 6,495; preferred, 655.

* Including those on leased lines.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	10. — CENTRAL VERMONT.*	11. — FITCHBURG.	12. — GRAFTON & UPTON.	13. — HOOSAC TUNNEL & WILMING- TON.†
ASSETS.				
Construction,	—	\$39,364,944 01	\$456,917 68	\$426,398 44
Equipment,	—	4,129,786 00	61,082 32	60,450 42
Lands,	—	—	—	—
Stocks and bonds of other companies,	—	1,885,433 24	—	—
Other permanent property,	—	45,380,163 25	—	—
<i>Total permanent investments,</i>	—	1,935,955 22	518,000 00	486,848 86
Cash and current assets,	—	1,568,075 43	13,715 42	33,569 79
Miscellaneous assets,	—	—	—	1,355 98
GROSS ASSETS,	—	48,884,193 90	531,715 42	521,774 63
LIABILITIES.				
Capital stock, common,	—	\$7,000,000 00	\$250,000 00	\$250,000 00
preferred,	—	17,360,000 00	—	—
<i>Total capital stock,</i>	—	24,360,000 00	250,000 00	250,000 00
Funded debt,	—	21,182,000 00	268,000 00	250,000 00
Real estate mortgages,	—	1,425,266 41	—	10,087 83
Current liabilities,	—	554,796 45	—	4,166 67
Accrued liabilities,	—	23,162,062 86	268,000 00	264,254 50
<i>Total indebtedness,</i>	—	396,133 86	—	—
Sinking and other special funds,	—	47,918,196 72	518,000 00	514,254 50
GROSS LIABILITIES,	—			
INCOME.				
Revenue from passengers,	\$205,460 20	\$2,224,770 74	\$18,350 08	\$9,306 12
from mails,	17,830 44	83,047 10	898 23	1,095 10
from express,	16,265 67	170,026 13	3,419 76	1,505 06

from extra baggage and storage, from other passenger service,	2,535 28	38,886 19	-	-
<i>Total passenger revenue,</i>	242,091 59	2,516,730 16	16 34	-
Revenue from freight,	718,888 10	5,163,263 69	22,684 41	11,906 28
from other freight service,	-	278,758 86	39,226 67	44,266 01
<i>Total freight revenue,</i>	718,888 10	5,442,022 55	39,226 67	44,266 01
<i>Total passenger and freight revenue,</i>	960,979 69	7,958,752 71	61,911 08	56,172 29
Other earnings from operation,	18,535 80	112,687 95	36 00	13 55
<i>Gross earnings from operation,</i>	979,515 49	8,071,440 66	61,947 08	56,185 84
Income from other sources,	-	-	57 69	1,302 25
Gross INCOME,	979,515 49	8,071,440 66	62,004 77	57,488 09
EXPENDITURES.				
Operating expenses,	\$722,175 09	\$5,367,867 36	\$47,304 01	\$36,599 53
Interest on funded and other debts,	-	953,133 32	10,900 00	11,893 19
Taxes,	45,391 58	313,005 51	520 92	627 26
Rentals paid,	201,400 00	259,980 00	-	-
Other charges upon income,	-	-	-	-
Dividends paid,	-	679,688 00	-	5,000 00
Gross EXPENDITURES,	968,966 67	7,573,674 19	58,724 93	54,119 98
CONDENSED EXHIBIT FOR THE YEAR.				
Net income from operation,	\$257,340 40	\$2,703,573 30	\$14,643 07	\$19,586 31
Income from other sources,	-	-	57 69	1,302 25
<i>Total income above operating expenses,</i>	257,340 40	2,703,573 30	14,700 76	20,888 56
Interest, taxes, rentals, and other charges,	246,791 58	1,526,118 83	11,420 92	12,520 45
<i>Net divisible income,</i>	10,548 82	1,177,454 47	3,279 84	8,368 11
Amount of dividends declared,	-	679,688 00	-	5,000 00
Percentage of dividends declared,	-	4.0 ¹	-	2.0
SURPLUS FOR THE YEAR,	10,548 82	497,766 47	3,279 84	3,368 11

* Operating the New London Northern under lease.

† A narrow-gauge railroad.

¹ On preferred stock.

Tabulated Statements from Returns of Railroad Corporations—Continued.

OPERATING RAILROADS.		10.—CENTRAL VERMONT—Con.	11.—FITCHBURG —Con.	12.—GRAFTON & UFTON—Con.	13.—HOOSAC TUNNEL & WILMING- TON—Con.
SURPLUS.					
Surplus June 30, 1899,	.	—	\$357,349 21	\$10,435 58	\$8,027 02
for the year, .	.	—	497,766 47	3,279 84	3,368 11
Additions during the year, .	.	—	110,881 50	—	—
Deductions during the year, .	.	—	—	—	3,875 00
TOTAL SURPLUS JUNE 30, 1900, .	.	—	965,997 18	13,715 42	7,520 13
VOLUME OF TRAFFIC, ETC.					
Passengers carried, .	.	592,148	7,357,599	64,917	19,776
average length of journey, .	.	16,100 miles.	16,750 miles.	10,000 miles.	13,750 miles.
Total passenger mileage, .	.	9,520,098	123,242,531	649,170	272,038
Average fare per mile on local tickets, .	.	2,970 cents.	1,840 cents.	3,600 cents.	4,000 cents.
on commutation tickets, .	.	1,190 "	1,250 "	2,900 "	—
on mileage tickets, .	.	2,000 "	2,000 "	—	3,000 "
on season tickets, .	.	.710 "	.640 "	1,500 "	—
on joint tickets, .	.	2,090 "	2,030 "	3,200 "	2,200 "
Passengers carried to Boston, .	.	—	2,090,995	—	—
from Boston, .	.	—	2,159,992	—	—
Tons of freight hauled, .	.	1,015,947	5,545,243	81,586	36,668
average length of haul, .	.	49,000 miles.	116,730 miles.	9,000 miles.	17,960 miles.
Total freight mileage, .	.	49,783,293	647,275,302	734,274	658,762
Average rate per ton mile, local way-bill, .	.	—	2,380 cents.	3,640 cents.	6,719 cents.
joint way-bill, .	.	—	.660 "	2,910 "	—

Miles run by passenger trains,	265,672	2,556,619	37,140	14,740
by freight trains,	348,400	2,752,203	17,888	7,888
by mixed trains,	—	—	2,924	9,175
<i>Total mileage of trains earning revenue,</i>	614,072	5,308,822	57,452	31,303
Miles run by switching trains,	208,139	739,706	7,825	—
by construction and other trains,	—	223,046	1,320	—
<i>Total train mileage,</i>	822,211	6,271,574	66,597	31,303
EQUIPMENT.				
Number of locomotives,	17	221	4	6
of passenger and combination cars,	24	197	4	8
of dining, parlor and sleeping cars,	—	—	—	—
of baggage, express and mail cars,	3	64	2	—
of freight cars (basis 8 wheels),	197	5,162	1	118
of officers' and pay cars,	—	2	—	—
of gravel and other cars,	54	280	—	37
MISCELLANEOUS.				
Whole number of stockholders,	—	5,956 ¹	18	45
number in Massachusetts,	—	4,791 ²	16	22
Amount of stock held in Massachusetts,	—	\$211,313 00 ³	\$239,200 00	\$240,200 00
Total miles of road operated,	121,000	457,780	16,500	25,000
operated in Massachusetts,	—	248,510	16,500	8,220
Highway grade crossings * in Massachusetts,	52	223	30	—
Railroad grade crossings * in Massachusetts,	3	8	—	—
Average number of employees,	693	4,754	37	40

* Including those on leased lines.

¹ Common, 70; preferred, 5,886.

² Common, 41; preferred, 4,750.

³ Common, \$6,806,600; preferred, \$14,324,700.

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.		14. — NANTUCKET CENTRAL.*	15. — NEW YORK, NEW HAVEN & HARTFORD.	16. — UNION FREIGHT.
ASSETS.				
Construction, . . . . .	. . . . .	}} \$35,000 00	\$54,175,155 18	\$401,069 67
Equipment, . . . . .	. . . . .		5,261,793 72	14,000 00
Lands, . . . . .	. . . . .		
Stocks and bonds of other companies, . . . . .	. . . . .		23,550,677 31	13,000 00
Other permanent property, . . . . .	. . . . .		
Total permanent investments, . . . . .	. . . . .	35,000 00	82,987,626 21	428,069 67
Cash and current assets, . . . . .	. . . . .		7,496,996 59	6,946 24
Miscellaneous assets, . . . . .	. . . . .		10,490,095 00	4,781 02
GROSS ASSETS, . . . . .	. . . . .	35,000 00	100,974,717 80	439,796 93
LIABILITIES.				
Capital stock, common, . . . . .	. . . . .	\$18,000 00	\$54,685,400 00	\$300,000 00
preferred, . . . . .	. . . . .		
Total capital stock, . . . . .	. . . . .	18,000 00	54,685,400 00	300,000 00
Funded debt, . . . . .	. . . . .	17,000 00	25,836,200 00	
Real estate mortgages, . . . . .	. . . . .			88,500 00
Current liabilities, . . . . .	. . . . .	2,060 00	7,761,283 76	908 91
Accrued liabilities, . . . . .	. . . . .		505,702 83	
Total indebtedness, . . . . .	. . . . .	19,060 00	34,103,186 59	89,408 91
Sinking and other special funds, . . . . .	. . . . .		
GROSS LIABILITIES, . . . . .	. . . . .	37,060 00	88,788,586 59	389,408 91
INCOME.				
Revenue from passengers, . . . . .	. . . . .	\$3,752 40	\$16,754,561 60	
from mails, . . . . .	. . . . .	85 98	627,735 11	
from express, . . . . .	. . . . .	676 05	1,264,508 63	

Tabulated Statements from Returns of Railroad Corporations — Continued.

OPERATING RAILROADS.	14. — NANTUCKET CENTRAL — Cor.	15. — NEW YORK, NEW HAVEN & HARTFORD — Cor.	16. — UNION FREIGHT — Cor.
SURPLUS.			
Surplus June 30, 1899,	\$1,740 00 <i>d</i>	\$12,291,390 50	\$48,417 24
for the year,	320 00 <i>d</i>	391,335 68	1,970 78
Additions during the year,	—	832,796 64	—
Deductions during the year,	—	1,329,391 61	—
TOTAL SURPLUS JUNE 30, 1900,	2,060 00 <i>d</i>	12,186,131 21	50,388 02
VOLUME OF TRAFFIC, ETC.			
Passengers carried,	10,065	52,096,916	—
average length of journey,	8.500 miles.	18,110 miles.	—
Total passenger mileage,	85,572	943,642,580	—
Average fare per mile on local tickets,	4.40 cents.	1.977 cents.	—
on commutation tickets,	—	—	—
on mileage tickets,	—	2,000 cents.	—
on season tickets,	—	.592 "	—
on joint tickets,	—	2.058 "	—
Passengers carried to Boston,	—	8,842,385	—
from Boston,	—	8,935,272	—
Tons of freight hauled,	—	15,708,266	—
average length of haul,	—	85.360 miles.	244,215
Total freight mileage,	—	1,340,789,590	1.375 miles.
Average rate per ton mile, local way-bill,	—	2.364 cents.	335,796
joint way-bill,	—	1.076 "	21.533 cents.

Miles run by passenger trains,	6,000	13,569,271	-
by freight trains,	-	6,344,144	20,832
by mixed trains,	-	224,842	-
<i>Total mileage of trains earning revenue,</i>	6,000	20,138,257	20,832
Miles run by switching trains,	-	4,812,585	-
by construction and other trains,	-	523,682	-
<i>Total train mileage,</i>	6,000	25,474,524	20,832
EQUIPMENT.			
Number of locomotives,	2	901	4
of passenger and combination cars,	3	1,439	-
of dining, parlor and sleeping cars,	-	124	-
of baggage, express and mail cars,	1	259	-
of freight cars (basis 8 wheels),	3	13,116	-
of officers' and pay cars,	-	14	-
of gravel and other cars,	1	574	-
MISCELLANEOUS.			
Whole number of stockholders,	5	9,405	3
number in Massachusetts,	5	4,160	3
Amount of stock held in Massachusetts,	\$18,000 00	\$19,325,900 00	\$300,000 00
Total miles of road operated,	8,500	2,037,680	2,431
operated in Massachusetts,	8,500	881,250	2,431
Highway grade crossings * in Massachusetts,	4	881	-
Railroad grade crossings * in Massachusetts,	-	10	-
Average number of employees,	14	25,880	43

d Deficit.

* Including those on leased lines.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	17.—ATTLEBOROUGH BRANCH. 1	18.—BERKSHIRE. 1	19.—BOSTON & LOWELL. 2	20.—BOSTON & PROVIDENCE. 1	21.—CENTRAL MASSACHUSETTS. 2
ASSETS.					
Construction,	\$131,416 48	\$600,000 00	\$11,754,325 56	\$5,046,088 30	\$9,521,622 33
Equipment,	—	—	833,583 94	871,234 35	—
Other permanent property,	—	3,970 00	3,279,055 50	419,703 36	—
Cash and current assets,	315 66	11,784 40	775,238 32	163,555 41	7,713 88
GROSS ASSETS,	131,732 14	615,754 40	16,642,223 32	6,510,581 42	9,529,336 21
LIABILITIES.					
Capital stock,	\$131,700 00	\$600,000 00	\$6,529,400 00	\$4,000,000 00	\$7,421,622 33 ⁴
Funded debt,	—	—	8,310,000 00	2,170,000 00	2,100,000 00
Current and accrued liabilities,	—	1,104 00	366,759 41	249,555 00	—
Sinking and other special funds,	—	—	—	—	6,061 41
GROSS LIABILITIES,	131,700 00	601,104 00	15,206,159 41	6,419,555 00	9,527,683 74
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$9,219 00	\$36,646 00	\$860,862 00	\$490,200 00	\$193,278 75
Total expenses,	—	460 68	7,000 00	4,050 68	11,785 39 ⁵
Interest on funded and other debts,	—	—	331,510 00	86,800 00	122,183 00
Net divisible income,	9,219 00	36,185 32	522,352 00	399,349 32	59,310 36
Amount of dividends declared,	9,219 00	36,000 00	522,352 00	400,000 00	59,174 25
Percentage of dividends declared,	7.0	6.0	8.0	10.0	1.5 ⁶
Surplus for the year,	—	185 32	—	650 68 ^d	136 11
Total surplus June 30, 1900,	32 14 ³	14,650 40	1,436,063 91	81,026 42 ⁷	1,652 47

* Leased to and operated by ¹New York, New Haven & Hartford, ²Boston & Maine.

³ Debiting \$375 treasurer's salary for past years.

⁴ Common, \$3,471,100; preferred, \$3,950,522.33.

⁵ On preferred stock.

⁶ On preferred stock.

⁷ Crediting \$912.88 proportion of 1899 expenses paid by lessee.

^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	22.—CHATEAUM. 1	23.—CHESTER & BECKET. 2	24.—CONNECTICUT RIVER. 3	25.—DANVERS†	26.—HOLYOKE & WESTFIELD. 1
ASSETS.					
Construction,	\$98,435 58	\$136,893 98	\$3,483,068 41	\$239,678 15	\$462,268 89
Equipment,	—	—	455,977 66	—	—
Other permanent property,	3,055 55	—	642,382 50	—	—
Cash and current assets,	1,734 31	—	508,589 42	—	26,164 47
Gross ASSETS,	103,225 44	136,893 98	5,090,017 99	239,678 15	488,433 36
LIABILITIES.					
Capital stock,	\$68,200 00	\$50,000 00	\$2,580,000 00	\$67,500 00	\$260,000 00
Funded debt,	24,800 00	50,000 00	2,290,000 00	125,000 00	200,000 00
Current and accrued liabilities,	248 00	46,971 19	511,971 72	25,000 00	—
Sinking and other special funds,	—	—	735 56	—	—
Gross LIABILITIES,	93,248 00	146,971 19	5,382,707 28	217,500 00	460,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$3,437 54	\$638 65	\$351,600 00	—	\$41,719 93
Total expenses,	354 12	44 40	2,000 00	—	678 21
Interest on funded and other debts,	1,488 00	4,591 88	91,600 00	—	8,000 00
Taxes,	171 27	—	—	—	2,736 88
Net divisible income,	1,424 15	3,997 63d	258,000 00	—	30,304 84
Amount of dividends declared,	682 00	—	258,000 00	—	26,000 00
Percentage of dividends declared,	1.0	—	10.0	—	10.0
Surplus for the year,	742 15	3,997 63d	—	—	4,304 84
Total surplus June 30, 1900,	9,977 44	10,077 21d	292,689 29d	\$22,178 15	28,435 36

* Leased to and operated by ¹New York, New Haven & Hartford, ²Boston & Albany, ³Boston & Maine.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	27.—HORN POND BRANCH. 1	28.—LOWELL & ANDOVER. 1	29.—MILFORD, FRANKLIN & PROV- DENCE. 2	30.—MILFORD & WOONSOCKET. 2	31.—NANTASEET BEACH (TRUSTEE). 2
ASSETS.					
Construction,	\$15,238 46	\$767,050 24	\$101,308 23	\$173,381 13	\$250,000 00
Cash and current assets,	—	4,836 30	436 48	1,465 01	—
GROSS ASSETS,	15,238 46	771,886 54	101,744 71	174,846 14	250,000 00
LIABILITIES.					
Capital stock,	\$2,000 00	\$625,000 00	\$100,000 00	\$148,600 00	\$250,000 00
Funded debt,	—	—	10,000 00	60,000 00	250,000 00
GROSS LIABILITIES,	2,000 00	625,000 00	110,000 00	208,600 00	250,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	— ³	\$52,536 47	\$1,800 00	\$4,200 00	\$6,250 00
Total expenses,	—	210 06 ⁴	7 00	108 01	—
Interest on funded and other debts,	—	—	600 00	3,000 00	6,250 00
Net divisible income,	—	52,326 41	1,193 00	1,091 99	—
Amount of dividends declared,	—	50,000 00	1,500 00	—	—
Percentage of dividends declared,	—	8.0	1.5	—	—
Surplus for the year,	—	2,326 41	307 00 ^d	1,091 99	—
Total surplus June 30, 1900,	\$13,238 46	146,886 54	8,255 29 ^d	33,753 86 ^d	—

* Leased to and operated by ¹Boston & Maine, ²New York, New Haven & Hartford.³ Used only for the transportation of ice; no income reported.⁴ Including \$15.93 for taxes.^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	32. — NASHUA, ACTON & BOSTON. 1	33. — NASHUA & LOWELL. 1	34. — NEWBURY- PORT. †	35. — NEW ENG- LAND. 2	36. — NEW HAVEN & NORTHAMPTON. 2
ASSETS.					
Construction,	\$1,057,031 20	\$684,242 07	\$597,386 32	\$37,881,583 28 ³	\$5,731,586 62
Equipment,	—	218,242 95	—	2,416,608 87	850,430 62
Other permanent property,	—	—	—	—	24,010 00
Cash and current assets,	6,257 41	157,713 91	—	887,139 08	315,555 04
GROSS ASSETS,	1,063,288 61	1,060,198 93	597,386 32	41,185,331 23	6,921,582 28
LIABILITIES.					
Capital stock,	\$500,000 00	\$800,000 00	\$220,340 02	\$25,000,000 00 ⁴	\$2,460,000 00
Funded debt,	500,000 00	100,000 00	300,000 00	16,500,000 00 ³	2,600,000 00
Current and accrued liabilities,	709,982 90	1,791 87	—	36,882 22	—
Sinking and other special funds,	—	—	—	—	315,000 00
GROSS LIABILITIES,	1,709,982 90	901,791 87	520,340 02	41,536,882 22	5,375,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	—	\$77,338 84	—	\$1,120,000 00	\$298,773 07
Total expenses,	—	1,975 36	—	—	15,740 00 ⁷
Interest on funded and other debts,	—	2,500 00	—	970,000 00	142,000 00
Taxes, rentals, etc.,	—	—	—	—	41,257 07 ⁸
Net divisible income,	—	72,863 48	—	150,000 00	99,776 00
Amount of dividends declared,	—	72,000 00	—	150,000 00	98,400 00
Percentage of dividends declared,	—	9.0	—	3.0 ⁵	4.0
Surplus for the year,	—	863 48	—	—	1,376 00
Total surplus June 30, 1900,	\$646,694 29 ^d	158,407 06	\$77,046 30	351,550 99 ⁶	1,546,582 28 ³

* Leased to and operated by ¹ Boston & Maine, ² New York, New Haven & Hartford.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

³ Including \$11,500,000, the amount of underlying first mortgage bonds issued by the New York & New England, subject to which the New England holds its title.⁴ Common, \$20,000,000; preferred, \$5,000,000.⁵ On preferred stock.⁶ Rental paid Holyoke & Westfield.⁷ Including \$15,000 for payment to sinking fund.^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

LEASED RAILROADS.*	37. — NEW LONDON NORTHERN. 1	38. — NORTH BROOKFIELD. 2	39. — NORWICH & WORCESTER. 3	40. — OLD COLONY. 3	41. — PITTSFIELD & NORTH ADAMS. 2
ASSETS.					
Construction,	\$3,074,920 01	\$100,000 00	\$3,981,684 24	\$26,604,698 98	\$438,752 57
Equipment,	248,420 44	—	179,750 67	3,161,518 83	11,247 43
Other permanent property,	155,000 00	—	503,107 08	1,611,166 72	—
Cash and current assets,	52,880 98	248 57	390,049 20	482,955 70	—
Other assets and property,	—	—	450,869 65	3,278,747 03	—
GROSS ASSETS,	3,531,221 43	100,248 57	5,505,460 84	35,139,087 26	450,000 00
LIABILITIES.					
Capital stock,	\$1,500,000 00	\$100,000 00	\$3,006,600 00 ⁴	\$16,617,625 00 ⁷	\$450,000 00
Funded debt,	1,500,000 00	—	1,200,000 00	15,440,200 00 ⁸	—
Current and accrued liabilities,	33,167 09	—	67,329 71	544,853 16	—
GROSS LIABILITIES,	3,033,167 09	100,000 00	4,273,929 71	32,602,678 16	450,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	\$211,368 97	\$3,113 00	\$270,422 58	\$1,811,375 73	\$22,500 00
Total expenses,	5,511 87	5 25	516 79	6,546 96	—
Interest on funded and other debts,	69,076 90	—	38,826 12	642,205 77	—
Taxes,	—	256 33	—	—	—
Net divisible income,	136,780 20	2,851 42	231,079 67	1,162,623 00	22,500 00
Amount of dividends declared,	135,000 00	3,000 00	230,646 00	1,162,623 00	22,500 00
Percentage of dividends declared,	9.0	3.0	8.0 ⁵	7.0	5.0
Surplus for the year,	1,780 20	148 58 ^d	433 67	—	—
Total surplus June 30, 1900,	498,054 34	248 57	1,231,531 13 ⁶	2,536,409 10 ⁹	—

* Leased to and operated by ¹ Central Vermont, ² Boston & Albany, ³ New York, New Haven & Hartford. ⁴ Common, \$6,600; preferred, \$3,000,000.
⁵ On varying shares of capital stock. ⁶ Crediting premium \$265,924.08 on 2,308 shares capital stock sold and premium \$26,411 on \$245,000 bonds sold.
⁷ Including "common stock liability," of \$8,725. ⁸ Including \$175,000 real estate mortgages. ⁹ Crediting \$7,198.71 for collections prior to lease and debiting \$235 charged off on stock of Sea View Hotel and Wharf Co. and including \$1,763,499.92 for premium on stock and bonds.
^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

	42.—PLYMOUTH & MIDDLEBOROUGH. 1	43.—PROVIDENCE & SPRINGFIELD. 1	44.—PROVIDENCE, WEBSTER & SPRINGFIELD. 2	45.—PROVIDENCE & WORCESTER. 1	46.—RHODE ISLAND & MASSACHUSETTS. 1
LEASED RAILROADS.*					
ASSETS.					
Construction,	\$305,000 00	\$1,267,450 00	\$243,361 12	\$4,276,250 00	\$112,321 13
Equipment,	—	—	—	828,887 40	—
Cash and current assets,	—	—	1,755 27	115,152 36	2,500 00
GROSS ASSETS,	305,000 00	1,267,450 00	245,116 39	5,220,289 76	114,821 13
LIABILITIES.					
Capital stock,	\$80,000 00	\$517,450 00	\$160,000 00	\$3,500,000 00	\$100,000 00
Funded debt,	225,000 00	750,000 00	—	1,500,000 00	—
Current and accrued liabilities,	—	—	73,917 10	—	—
GROSS LIABILITIES,	305,000 00	1,267,450 00	233,917 10	5,000,000 00	100,000 00
INCOME, EXPENDITURES, ETC.					
Total income from all sources,	—	\$58,198 00	\$7,486 13	\$417,419 71	\$10,000 00
Total expenses,	—	—	271 70	5,559 33	—
Interest on funded and other debts,	—	37,500 00	4,515 73	60,000 00	—
Taxes,	—	—	378 19	—	—
Net divisible income,	—	20,698 00	2,320 51	351,860 38	10,000 00
Amount of dividends declared,	—	20,698 00	—	350,000 00	10,000 00
Percentage of dividends declared,	—	4.0	—	10.0	10.0
Surplus for the Year,	—	—	2,320 51	1,860 38	—
Total surplus June 30, 1900,	—	—	11,199 29	220,289 76	14,821 13 ^a

* Leased to and operated by ¹ New York, New Haven & Hartford, ² Boston & Albany.^a Debiting \$18.50 paid to stockholders.

Tabulated Statements from Returns of Railroad Corporations — Concluded.

	47.—STOCKBRIDGE & PITTSFIELD. 1	48.—STONY BROOK. 2	49.—VERMONT & MASSACHUSETTS. 3	50.—WARE RIVER. 4	51.—WEST STOCKBRIDGE. 1	52.—WORCESTER, NASHUA & ROCHESTER. 2
LEASED RAILROADS.*						
ASSETS.						
Construction,	\$448,700 00	\$276,601 19	\$5,940,634 58	\$1,115,163 82	\$39,600 00	\$4,138,584 99
Equipment,	—	—	261,233 64	—	—	415,336 03
Other permanent property, . .	2,550 00	21,492 38	48,720 46	—	—	—
Cash and current assets, . . .	7,754 48	2,601 52	9,225 03	—	450 00	91,637 60
GROSS ASSETS,	459,004 48	300,695 09	6,259,513 71	1,115,163 82	40,050 00	4,645,558 62
LIABILITIES.						
Capital stock,	\$448,700 00	\$300,000 00	\$3,193,000 00	\$750,000 00	\$39,600 00	\$3,099,800 00
Funded debt,	—	—	1,000,000 00	—	—	1,776,000 00
Current and accrued liabilities, .	273 00	—	1,894,388 74	365,163 82	—	113,860 00
GROSS LIABILITIES,	448,973 00	300,000 00	6,087,388 74	1,115,163 82	39,600 00	4,989,660 00
INCOME, EXPENDITURES, ETC.						
Total income from all sources, .	\$27,376 00	\$21,500 00	\$194,580 00	\$52,500 00	\$1,800 00	\$250,025 53
Total expenses,	401 88.	355 69	3,000 00	—	—	2,464 38
Interest on funded and other debts, .	—	—	—	—	—	74,521 17
<i>Net divisible income,</i>	26,974 12	21,144 31	191,580 00	52,500 00	1,800 00	173,039 98
Amount of dividends declared, .	26,922 00	21,000 00	191,580 00	52,500 00	1,804 41	122,576 00
Percentage of dividends declared, .	6.0	7.0	6.0	7.0	4.5+	4.0 ⁵
<i>Surplus for the year,</i>	52 12	144 31	—	—	4 41d	50,463 98
Total surplus June 30, 1900, . .	10,031 48	695 09	172,424 97	—	450 00	344,101 38d

* Leased to and operated by ¹New York, New Haven & Hartford, ²Boston & Maine, ³Fitchburg, ⁴Boston & Albany.

⁵ On 30,644 shares capital stock.

d Deficit.

COMPARATIVE AND SUMMARY STATEMENTS

COMPILED FROM

Returns of Railroad Corporations.

COMPARISON OF RETURNS FOR THE YEARS 1899 AND 1900.

MILEAGE, ASSETS, ETC.	1899.	1900.	Increase.	Decrease.
Description of Road Owned.	Miles.	Miles.	Miles.	Miles.
Length of road and branches,	3,665.440	3,789.020	123.580	-
in Massachusetts,	2,108.510	2,108.000	0.390	-
Length of second track,*	1,472.467	1,494.167	21.700	-
in Massachusetts,	926.627	937.407	10.780	-
Length of side track,	2,091.877	2,183.517	91.640	-
in Massachusetts,	1,326.957	1,370.047	43.090	-
Total length as single track,	7,229.784	7,466.704	236.920	-
in Massachusetts,	4,362.094	4,416.354	54.260	-
Assets.				
Construction,	\$286,395,398 69	\$290,000,635 68	\$3,605,236 99	-
Equipment,	28,662,842 63	28,952,561 26	289,718 63	-
Lands,	3,222,206 14	3,230,876 86	8,670 72	-
Stocks in other companies,	31,199,618 21	30,307,876 85	-	\$891,741 36
Bonds of other companies,	6,669,317 78	6,299,116 78	-	370,201 00
Other permanent property,	2,035,526 46	2,218,027 24	182,500 78	-
<i>Total permanent investments,</i>	358,184,909 91	361,009,094 67	2,824,184 76	-
Cash on hand,	6,357,841 74	3,753,558 22	-	2,604,283 52
Bills receivable,	1,633,747 58	2,151,075 62	517,328 04	-
Other current assets,	15,551,699 16	19,313,932 59	3,762,233 43	-
<i>Total cash and current assets,</i>	23,543,288 48	25,218,566 43	1,675,277 95	-
Materials and supplies,	6,613,371 13	6,565,080 63	951,659 50	-
All other assets,	12,923,562 26	12,395,637 96	-	527,924 30
<i>Total miscellaneous assets,</i>	18,536,933 39	18,900,668 59	423,735 20	-
<i>Gross Assets,</i>	\$400,265,131 78	\$405,188,329 69	\$4,923,197 91	-
Profit and loss balance (deficit),	1,726,515 45	1,689,182 31	-	\$37,333 14
<i>Total as per balance sheet,</i>	\$401,991,647 23	\$406,877,512 00	\$4,885,864 77	-
Liabilities.				
Capital stock, common,	\$181,025,790 02	\$183,752,940 32	\$2,727,150 30	-
preferred,	32,229,492 33	32,460,322 33	230,830 00	-
<i>Total capital stock,</i>	213,255,282 35	216,213,262 65	2,957,980 30	-
Funded debt,	138,001,533 61	136,024,533 61	-	\$1,977,000 00
Real estate mortgages,	858,300 00	858,300 00	-	-
Current liabilities,	19,860,673 77	20,487,433 74	626,759 97	-
Accrued liabilities,	3,387,903 20	3,425,360 17	37,456 97	-
<i>Total indebtedness,</i>	162,108,410 58	160,795,627 52	-	1,312,783 06
<i>Gross Liabilities,†</i>	\$375,363,692 93	\$377,008,890 17	\$1,645,197 24	-
Profit and loss balance (surplus),	26,627,954 30	29,868,621 83	3,240,667 53	-
<i>Total as per balance sheet,</i>	\$401,991,647 23	\$406,877,512 00	\$4,885,864 77	-
Income.				
From passengers,	\$30,310,157 30	\$32,554,337 68	\$2,244,180 38	-
mails,	1,386,742 60	1,423,613 54	36,870 94	-
express,	2,278,405 94	2,343,941 46	65,535 52	-
extra baggage and storage,	409,089 67	406,333 02	-	\$2,756 65
other passenger service,	940,840 06	1,004,017 07	63,177 01	-
<i>Total passenger revenue,</i>	35,325,235 57	37,732,242 77	2,407,007 20	-
From freight,	37,962,375 31	42,321,406 87	4,359,031 56	-
other freight service,	1,347,753 65	1,303,691 95	-	44,061 70
<i>Total freight revenue,</i>	39,310,128 96	43,625,098 82	4,314,969 86	-
Other earnings from operation,	794,696 89	833,951 51	39,254 62	-
<i>Total earnings from operation,</i>	75,430,061 42	82,191,293 10	6,761,231 68	-
Rentals from lease of road,	6,902,718 14	6,895,520 93	-	7,197 21
Income from other sources,	1,177,902 49	1,103,821 42	-	74,081 07
<i>Gross Income,</i>	\$83,510,682 05	\$90,190,635 45	\$6,679,953 40	-

* Including third and fourth main track.

† Exclusive of sinking and other special funds.

COMPARISON OF RETURNS, ETC. — Concluded.

EXPENDITURES, ETC.	1899.	1900.	Increase.	Decrease.
Expenditures.				
Operating expenses, . . .	\$51,490,350 93	\$56,900,642 04	\$5,410,291 11	-
Interest on debt and loans, . .	6,321,272 91	6,196,653 06	-	\$124,619 85
Taxes, . . .	4,389,403 07	5,005,730 17	616,327 10	-
Rentals paid, . . .	8,366,943 68	8,270,958 18	-	95,985 50
Other charges on income, . .	144,081 34	150,932 08	6,850 74	-
<i>Total charges on income,</i> . .	<i>19,221,701 00</i>	<i>19,624,273 49</i>	<i>402,572 49</i>	-
Dividends paid, . . .	12,143,749 00	12,498,946 91	355,197 91	-
<i>Gross Expenditures,</i> . .	<i>\$82,855,800 93</i>	<i>\$89,023,862 44</i>	<i>\$6,168,061 51</i>	-
Condensed Exhibit for the Year.				
Gross earnings from operation, .	\$75,430,061 42	\$82,191,293 10	\$6,761,231 68	-
Operating expenses, . . .	51,490,350 93	56,900,642 04	5,410,291 11	-
<i>Net earnings from operation,</i> .	<i>23,939,710 49</i>	<i>25,290,651 06</i>	<i>1,350,940 57</i>	-
Income from all other sources, .	8,080,620 63	7,999,342 35	-	\$81,278 28
<i>Total income above operating expenses,</i> . . .	<i>32,020,331 12</i>	<i>33,289,993 41</i>	<i>1,269,662 29</i>	-
Interest, taxes and other charges, .	19,221,701 00	19,624,273 49	402,572 49	-
<i>Net divisible income,</i> . . .	<i>12,798,630 12</i>	<i>13,665,719 92</i>	<i>867,089 80</i>	-
Amount of dividends declared, .	12,143,749 00	12,498,946 91	355,197 91	-
<i>Surplus for the year,</i> . . .	<i>\$654,881 12</i>	<i>\$1,166,773 01</i>	<i>\$511,891 89</i>	-
Percentage of dividend earned, .	6.00	6.32	0.32	-
of dividend declared, . . .	5.69	5.78	0.09	-
Volume of Traffic.				
Miles run by passenger trains, .	27,749,110	28,121,038	371,928	-
by freight trains, . . .	17,691,524	17,382,575	-	308,949
by mixed trains, . . .	180,401	396,926	216,525	-
by other trains, . . .	10,887,514	13,151,881	2,264,367	-
<i>Total train mileage,</i> . . .	<i>56,508,549</i>	<i>59,052,420</i>	<i>2,543,871</i>	-
Total passengers carried, . . .	102,043,980	108,768,303	6,724,323	-
passenger mileage, . . .	1,716,081,605	1,858,253,279	142,171,674	-
Total tons of freight hauled, . .	36,228,084	40,316,711	4,088,627	-
freight mileage, . . .	3,211,643,434	3,459,439,263	247,795,829	-
Equipment, etc.				
Locomotives, . . .	2,091	2,102	11	-
Passenger cars, . . .	3,144	3,161	17	-
Baggage and mail cars, . . .	582	610	28	-
Freight cars (basis 8 wheels), .	33,935	34,292	357	-
All other cars, . . .	1,937	1,980	43	-
Stock held in Massachusetts, .	\$121,766,200 00	\$124,170,600 00	\$2,404,400 00	-
Total number of stockholders, .	48,834	49,672	838	-
in Massachusetts, . . .	35,903	36,388	485	-
Average number of employees, .	51,881	53,045	1,164	-
Total miles of road operated, .	4,782.240	4,865.180	82.940	-
in Massachusetts, . . .	2,108.440	2,119.730	11.290	-
Highway crossings at grade,* . .	2,052	2,022	-	30
protected, . . .	1,138	1,135	-	3
unprotected, . . .	914	887	-	27
Railroad crossings at grade,* . .	30	29	-	1

* In Massachusetts.

SUMMARY OF RETURNS FOR THE YEARS 1894 TO 1900, INCLUSIVE.

MILEAGE, ASSETS, LIABILITIES, ETC.		1894.	1895.	1896.	1897.	1898.	1899.	1900.
Railroad Mileage.								
Miles of main and branch line in Massachusetts,		2,115,997	2,114,384	2,113,310	2,101,860	2,107,630	2,108,510	2,108,900
of second track,*		906,117	904,190	906,997	920,907	923,167	926,627	937,407
of side track,		1,995,081	1,909,586	1,267,747	1,271,667	1,303,717	1,326,957	1,370,047
Total track in Massachusetts,		4,210,195	4,228,160	4,288,054	4,294,434	4,336,514	4,362,094	4,416,354
Assets.								
Cost of construction,		\$259,412,497	\$269,586,601	\$275,545,424	\$276,587,735	\$284,317,836	\$286,395,398	\$290,000,695
of equipment,		32,098,580	32,127,764	32,065,611	28,562,520	28,367,442	28,662,842	28,952,561
of other permanent property,		30,911,773	29,534,816	42,287,749	41,051,221	37,824,068	43,126,668	42,055,897
Total permanent investments,		322,422,851	331,249,181	349,898,785	346,201,477	351,009,767	358,184,909	361,009,094
Cash and current assets,		20,190,473	20,509,218	20,247,236	20,627,107	19,915,838	23,643,288	25,218,566
Miscellaneous assets,		10,748,992	8,881,257	10,356,812	18,611,233	19,396,558	18,536,933	18,960,668
Gross Assets,		353,362,317	360,639,657	380,502,834	385,438,618	390,322,163	400,265,131	405,188,329
Liabilities.								
Capital stock,		\$191,892,697	\$193,506,847	\$205,105,977	\$205,671,652	\$205,766,507	\$213,255,282	\$216,213,262
Funded debt,		126,646,016	128,991,352	132,202,380	138,816,380	140,554,406	138,001,533	136,024,533
Real estate mortgages,		—	952,100	891,300	1,761,300	1,261,300	858,300	858,300
Current and accrued liabilities,		23,522,230	23,289,219	25,454,062	24,104,409	20,097,311	23,248,576	23,912,793
Total indebtedness,		150,168,246	153,232,672	158,517,732	161,682,089	161,913,018	162,108,410	160,795,627
Gross Liabilities,†		342,060,943	346,739,520	383,623,710	367,355,742	367,679,626	375,363,692	377,008,890
Surplus,		11,301,373	13,900,137	16,879,124	18,086,076	22,642,637	24,901,438	28,179,439
Net debt,		\$139,977,773	\$132,723,453	\$138,270,496	\$141,054,982	\$141,997,180	\$138,565,122	\$135,577,061
General Exhibit for the Year.								
Total earnings from operation,		\$64,128,423	\$68,154,906	\$74,886,479	\$71,934,772	\$73,599,534	\$75,430,061	\$82,191,293
Operating expenses,		44,464,805	46,446,304	52,362,351	49,413,299	50,890,883	51,490,850	56,000,642
Net earnings from operation,		19,663,617	21,708,601	22,524,098	22,521,473	22,708,651	23,939,710	26,190,651
Rentals from lease of road,		5,583,773	5,583,961	5,725,093	5,837,459	5,866,256	6,902,718	6,885,320
Income from all other sources,		759,643	848,837	1,631,848	1,314,043	1,340,616	1,177,902	1,103,821
Total income above operating expenses,		25,957,035	28,141,401	29,881,039	29,672,976	29,915,524	32,020,331	33,289,993
Interest on debt and loans,		6,317,278	6,423,858	6,889,381	6,656,938	6,340,333	6,821,272	6,196,653
Taxes,		3,500,162	3,527,820	3,683,390	3,910,536	4,014,266	4,389,403	5,005,730
Rentals paid,		7,115,201	6,732,569	7,445,441	7,496,238	7,523,913	8,366,943	8,270,958
Other charges upon income,		43,423	140,134	237,080	141,397	155,183	144,081	150,932
Total charges upon income,		16,576,065	16,815,383	18,255,293	18,205,129	18,091,697	19,221,701	19,624,273
Net divisible income,		9,380,969	11,326,018	11,625,746	11,467,847	11,823,826	12,798,630	13,665,719

Amount of dividends declared,	11,204,530 20	11,354,564 80	11,250,993 75	11,522,998 00	11,599,462 50	12,143,749 00	12,498,946 91
Gross income from all sources,	70,421,840 45	74,587,705 85	82,243,421 50	79,086,275 61	80,806,407 15	83,510,682 05	80,190,635 45
Gross expenditures,	72,245,401 63	74,626,252 07	81,878,668 83	79,141,426 32	80,582,842 73	82,853,800 93	89,023,862 44
<i>Surplus for the year,</i>	<i>d</i> 1,823,561 18	<i>d</i> 38,546 22	364,762 65	<i>d</i> 55,150 71	224,364 42	654,881 12	1,166,773 01
Percentage of dividends earned, of dividends declared,	4.89 5.84	5.85 5.87	5.67 5.49	5.58 5.60	5.75 5.64	6.00 5.69	6.32 5.73
Stock held in Massachusetts,	\$109,661,589 33	\$110,466,142 83	\$117,842,400 00	\$116,355,045 00	\$122,411,900 00	\$121,766,200 00	\$124,170,600 00
Total number of stockholders, in Massachusetts,	47,594 34,152	45,393 32,945	47,561 34,658	48,594 35,554	48,513 35,411	48,834 35,903	49,672 36,388
Volume of Traffic.							
Miles run by passenger trains,	25,118,810	24,302,800	26,392,246	26,236,109	27,046,501	27,749,110	28,121,038
by freight trains,	16,932,335	17,019,861	18,354,625	17,452,890	17,721,123	17,691,524	17,382,575
by mixed trains,	264,357	322,272	296,548	219,234	205,345	180,401	396,926
<i>Total revenue-train mileage,</i>	<i>42,315,502</i>	<i>41,644,923</i>	<i>45,013,419</i>	<i>43,908,233</i>	<i>44,972,974</i>	<i>45,621,035</i>	<i>45,900,539</i>
Miles run by other trains,	10,901,778	10,260,701	12,344,359	11,614,950	11,461,493	10,887,514	13,151,881
<i>Total train mileage,</i>	<i>53,217,280</i>	<i>51,905,624</i>	<i>57,357,778</i>	<i>55,523,183</i>	<i>56,434,467</i>	<i>56,508,549</i>	<i>59,052,420</i>
Passengers carried,	109,434,184	107,856,348	111,659,051	102,743,800	101,940,722	109,043,980	108,768,203
Average length of journey (miles),	14.85	15.17	13.89	16.29	16.47	16.82	17.08
<i>Total passenger mileage,</i>	<i>1,624,869,781</i>	<i>1,636,197,381</i>	<i>1,773,733,208</i>	<i>1,674,175,174</i>	<i>1,678,640,940</i>	<i>1,716,081,605</i>	<i>1,858,256,279</i>
Average fare per mile (cents),	1.80	1.78	1.79	1.80	1.78	1.77	1.75
Passengers to and from Boston,	52,756,601	52,015,921	53,469,665	49,691,215	48,967,467	49,174,631	52,334,148
Tons of freight hauled,	27,378,660	30,858,173	34,605,838	33,276,416	35,338,724	36,225,084	40,316,711
Average length of haul (miles),	79.90	83.01	88.18	84.80	85.54	88.65	85.81
<i>Total freight mileage,</i>	<i>2,187,504,182</i>	<i>2,561,698,881</i>	<i>2,878,369,521</i>	<i>2,821,770,240</i>	<i>3,022,770,499</i>	<i>3,211,643,434</i>	<i>3,459,439,263</i>
Average rate per ton mile (cents),	1.33	1.28	1.28	1.25	1.22	1.18	1.22
Equipment.							
Number of employees,	46,727	46,533	52,127	50,924	51,602	51,881	53,045
of locomotives,	1,956	1,982	2,062	2,069	2,072	2,091	2,102
of passenger cars,	3,156	3,139	3,217	3,192	3,174	3,161	3,161
of baggage, express and mail cars,	521	517	569	569	577	582	610
of freight cars (basis 8 wheels),	38,476	37,116	39,423	37,036	35,491	33,935	34,232
of all other cars,	1,493	1,519	1,928	1,920	1,894	1,937	1,980

* Including third and fourth main track.

† Exclusive of sinking and other special funds.

‡ Deficit.

TABULATED STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING SEPTEMBER 30, 1900.

CONTENTS OF TABLES.

STREET RAILWAY COMPANIES.

TABULATED STATEMENTS.

ASSETS SEPTEMBER 30, 1900.

	Column	Page
Construction,	1	340
Equipment,	2	340
Lands and buildings,	3	340
Other permanent property,	4	340
Cash and current assets,	5	340
Miscellaneous assets,	6	340
Gross assets,	7	340

LIABILITIES SEPTEMBER 30, 1900.

Capital stock,	8	345
Funded debt,	9	345
Real estate mortgages,	10	345
Current liabilities,	11	345
Accrued liabilities,	12	345
Sinking and other special funds,	13	345
Gross liabilities,	14	345

PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions to railway,	15	350
Additions to equipment,	16	350
Additions to lands and buildings,	17	350
Additions to other permanent property,	18	350
Total additions,	19	350
Deductions,	20	350
Net additions,	21	350

INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1900.

From passengers,	22	355
From mails and merchandise,	23	355
From tolls, rents, advertising, etc.,	24	355

INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Con.		Column	Page
Total earnings from operation,	25		355
Rentals from lease of railway,	26		355
Miscellaneous income,	27		355
Gross income,	28		355

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900.

Salaries,	29	360
Office expenses and supplies,	30	360
Legal expenses,	31	360
Insurance,	32	360
Other general expenses,	33	360
Total general expenses,	34	360
Repair of roadbed and track,	35	360
Repair of electric line system,	36	365
Removing snow and ice,	37	365
Repair of buildings,	38	365
Total repairs of roadway and buildings,	39	365
Repair of cars and vehicles,	40	365
Repair of electric car equipment,	41	365
Horses, harnesses, etc.,	42	365
Total maintenance of equipment,	43	370
Cost of electric power,	44	370
Provender for horses,	45	370
Wages of employees,	46	370
Damages for injuries,	47	370
Tolls for trackage rights,	48	370
Rents of buildings, etc.,	49	370
Other transportation expenses,	50	375
Total transportation expenses,	51	375
Total operating expenses,	52	375
Percentage to earnings from operation,	53	375
Interest on funded debt,	54	375
Interest and discount on loans,	55	375
Taxes,	56	375
Rentals of leased railways,	57	380
Payments to sinking and other special funds,	58	380
Other charges on income,	59	380
Total charges on income,	60	380
Dividends paid,	61	380
Percentage of dividend paid,	62	380
Gross expenditures,	63	380

CONDENSED EXHIBIT FOR THE YEAR.

Net earnings from operation,	64	385
All other income,	65	385
Total income above operating expenses,	66	385
Interest, taxes and other charges,	67	385
Net divisible income,	68	385

CONDENSED EXHIBIT FOR THE YEAR — CON.

	Column	Page
Dividends declared,	69	385
Surplus for the year,	70	385
Deficit for the year,	71	390
Surplus, September 30, 1899,	72	390
Deficit, September 30, 1899,	73	390
Credits during the year,	74	390
Debits during the year,	75	390
Surplus, September 30, 1900,	76	390
Deficit, September 30, 1900,	77	390

DESCRIPTION OF RAILWAY.

Main track owned,	78	395
Sidings, switches, etc., owned,	79	395
Total track owned,	80	395
Main track operated,	81	395
Operated by horse power,	82	395
Operated by electric power,	83	395
Operated by horse and electric power,	84	395

DESCRIPTION OF EQUIPMENT.

Box passenger cars,	85	400
Open passenger cars,	86	400
Other cars and vehicles,	87	400
Electric cars,	88	400
Equipped with fenders,	89	400
Horses,	90	400
Electric motors,	91	400

VOLUME OF TRAFFIC.

Total passengers carried,	92	405
Average number per mile of main track operated,	93	405
Round trips run,	94	405
Car miles run,	95	405
Number of employees,	96	405

STOCKHOLDERS.

Total number of stockholders,	97	405
Number in Massachusetts,	98	405

ACCIDENTS.

To passengers,	99	410
To employees,	100	410
To other persons,	101	410
Fatal,	102	410
Not fatal,	103	410
Total,	104	410
Total during preceding year,	105	410

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

ASSETS SEPTEMBER 30, 1900.

RAILWAY COMPANIES.		1.—Construction.	2.—Equipment.	3.—Lands and Buildings.	4.—Other Permanent Property.	5.—Cash and Current Assets.	6.—Miscellaneous Assets.	7.—Gross Assets.
1	Amesbury & Hampton,	\$70,266 82	\$27,385 36	\$9,760 34	-	\$8400 90	-	\$107,813 42
2	Amherst & Sunderland,	28,079 51	8,573 23	6,087 24	-	713 15	\$634 36	44,087 49
3	Athol & Orange,	94,523 61	32,883 05	9,196 62	\$1,000 00	3,646 49	750 00	141,999 77
4	Beverly & Danvers,	41,995 84	3,854 34	2,979 22	-	1,756 85	-	50,586 25
5	Blue Hill (Canton, etc.),	93,839 86	28,567 15	53,232 12	-	2,282 55	2,989 29	180,910 97
6	Boston & Chelsea,	121,000 00	-	-	-	-	-	121,000 00
7	Boston Elevated,	2,318,142 55	35,813 43	1,762,384 21	40,791 36	8,028,734 76	2,902,909 05	15,088,775 36
8	Boston, Milton & Brockton,* ¹	216,124 19	43,984 06	16,214 23	-	3,519 69	192 48	280,034 65
9	Boston & Revere Electric,	73,815 23	9,919 79	4,901 80	-	-	-	88,636 82
10	Bristol County, ²	139,870 37	-	9,158 68	-	41,070 95	-	190,100 00
11	Brockton,	2,784,575 45	813,104 27	818,304 90	65,137 94	232,670 37	91,922 65	4,808,715 58
12	Brockton, Bridgewater & Taunton,* ¹	364,287 03	74,231 23	107,746 53	-	9,342 84	-	555,907 63
13	Brockton & East Bridgewater,* ¹	65,838 81	16,472 89	13,457 44	-	2,531 67	-	98,300 81
14	Brockton & Plymouth,	110,563 99	24,997 05	130,092 73	-	3,922 49	1,457 92	271,034 18
15	Citizen's (Newburyport, etc.),	266,558 05	57,390 46	85,150 00	-	23,082 72	2,008 63	434,189 86
16	Clinton & Hudson,	133,626 93	32,057 17	14,032 30	-	35,586 67	675 24	215,978 31
17	Commonwealth Avenue (Newton),	185,674 82	84,254 67	82,880 88	1,651 27	13,076 29	4,548 96	372,086 89
18	Conway Electric,	65,682 56	10,190 57	9,399 21	1,500 00	2,990 09	100 00	89,862 43
19	Cottage City,	54,552 79	10,973 71	4,700 00	-	496 95	-	70,723 45
20	Dartmouth & Westport,	149,345 11	94,241 26	-	11,459 56	18,479 72	-	273,625 65
21	Dighton, Somerset & Swansea,* ³	255,131 97	66,335 22	14,319 57	-	15,635 62	-	351,422 38
22	East Middlesex (Malden, etc.),	344,518 03	102,105 79	58,662 11	-	482 00	222 00	505,989 93
23	Easton, ²	9,500 00	-	-	-	10,500 00	-	20,000 00
24	East Taunton,	143,238 65	15,669 02	334 40	-	2,696 85	-	161,938 92
25	East Wareham, Onset Bay & Pt. Ind.,	14,357 15	6,128 24	1,147 01	-	799 94	-	22,432 34

26	Fitchburg & Leominster,	365,748 58	113,227 37	108,443 14	36,815 79	15,422 96	27,154 88	666,812 22
27	Fitchburg & Suburban,	108,894 84	33,393 74	45,225 07	19,117 04	1,379 53	3,491 44	211,504 66
28	Framingham, Southboro' & Marlboro',	142,561 28	24,384 84	-	-	10,872 82	-	177,818 94
29	Framingham Union,	113,797 49	25,549 16	8,768 19	-	3,224 00	742 16	152,081 00
30	Gardner Electric,*4	46,434 49	14,826 78	14,834 12	-	37 65	1,748 64	77,881 68
31	Gardner, Westminster & Fitchburg,	232,831 82	55,774 41	77,178 57	11,474 04	1,530 28	4,641 47	383,430 59
32	Georgetown, Rowley & Ipswich,	263,051 67	60,295 10	83,365 00	-	3,383 77	-	410,095 54
33	Globe (Fall River),	1,883,898 17	410,682 70	251,738 04	40,000 00	28,580 73	35,776 90	2,650,676 54
34	Gloucester,*5	541,192 09	170,642 60	161,272 51	-	5,647 20	6,758 31	885,512 71
35	Gloucester, Essex & Beverly,*6	275,630 23	59,097 71	70,719 47	-	2,682 14	4,083 69	412,213 24
36	Gloucester & Rockport,	19,000 00	5,000 00	16,000 00	-	-	-	40,000 00
37	Greenfield & Turner's Falls,	173,359 91	32,077 56	26,180 42	-	3,452 99	1,655 18	236,726 06
38	Haverhill & Amesbury,	595,277 01	112,324 12	55,619 14	-	6,747 40	8,296 76	778,564 43
39	Haverhill, Georgetown & Danvers,	88,730 84	18,202 31	2,825 00	-	1,259 43	883 29	111,900 87
40	Haverhill & Southern New Hampshire,*7	49,187 31	-	-	-	6,484 68	-	55,671 99
41	Holyoke,	585,569 41	219,170 22	249,262 96	34,000 00	23,070 36	4,783 85	1,115,856 80
42	Hoosac Valley (North Adams, etc.),	179,663 19	37,356 46	34,739 62	4,887 87	3,456 51	-	260,103 55
43	Interstate Consolidated (of R. I.),	525,551 72	155,487 39	36,549 37	-	16,479 32	-	734,067 80
44	Lawrence & Methuen,*7	-	-	-	-	7,000 00	-	7,000 00
45	Lawrence & Reading,	142,440 00	25,145 00	78,800 00	-	3,577 97	3,147 10	253,110 07
46	Leominster & Clinton,	180,225 19	44,417 32	106,260 72	40,225 61	8,641 56	2,128 55	381,898 95
47	Lexington & Boston,	407,373 30	94,535 19	151,332 43	-	923 76	-	654,164 68
48	Linwood,	2,971 73	8,860 91	-	-	845 41	269 17	12,947 22
49	Lowell, Lawrence & Haverhill,	1,729,981 63	728,781 67	684,580 54	3,135 90	118,930 27	14,965 28	3,280,375 29
50	Lowell & Suburban,	1,331,090 36	349,372 94	561,922 63	160,984 40	34,599 41	52,430 37	2,490,400 01
51	Lynn & Boston,	5,995,111 60	1,899,246 42	1,796,946 97	7,624 43	1,010,903 47	223,937 49	10,863,770 38
52	Marlborough,	126,873 72	33,690 39	45,635 63	-	10,686 69	17,031 89	233,918 32
53	Marlborough & Westborough,*2	73,990 34	-	-	-	2,109 66	-	76,100 00
54	Martha's Vineyard,	6,318 06	1,366 45	5,000 00	-	917 54	-	13,602 05
55	Medfield & Medway,	208,683 72	15,573 09	1,292 39	-	7,543 80	-	233,093 00

¹ Consolidated with the Brockton, February 10, 1900.² Railway under construction.³ Consolidated with the Globe, April 24, 1900.⁴ Consolidated with the Gardner, Westminster & Fitchburg, December 18, 1899.⁵ Consolidated with the Lynn & Boston, March 3, 1900.⁶ Consolidated with the Gloucester, January 18, 1900.⁷ Obtained a certificate of incorporation but has not commenced the construction of its railway.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	ASSETS SEPTEMBER 30, 1900 — Continued.					
		1. — Construc- tion.	2. — Equipment.	3. — Lands and Buildings.	4. — Other Permanent Prop- erty.	5. — Cash and Current Assets.	6. — Miscel- laneous Assets.
							7. — Gross Assets.
56	Milford, Attleborough & Woonsocket,	\$348,733 30	\$56,510 46	\$102,387 28	\$17,813 85	\$13,881 77	\$539,326 66
57	Milford, Holliston & Framingham,	271,399 54	81,218 61	117,529 04	—	6,368 28	479,652 12
58	Mt. Tom (Northampton), . . .	58,215 44	4,900 00	36,883 54	—	605 51	100,605 51
59	Mystic Valley (Stoneham, etc.),* ¹	145,024 68	19,396 31	6,047 58	—	4,957 90	175,426 47
60	Natick & Cohasset, . . .	136,243 05	33,893 36	9,690 00	—	227 26	180,053 67
61	Natick & Needham, . . .	88,249 70	—	—	—	13,539 23	101,788 93
62	Needham & Boston,* ²	56,153 40	14,309 66	760 75	—	3,186 42	74,410 23
63	New Bedford, Middleboro & Brockton,* ³	525,744 44	103,219 02	107,452 38	—	6,469 01	747,407 63
64	Newton, . . .	340,616 45	101,972 33	50,849 29	5,000 00	475 76	498,913 83
65	Newton & Boston, . . .	189,339 24	108,695 39	153,152 96	—	7,593 92	458,781 51
66	Newtonville & Watertown, . . .	108,067 56	—	—	—	476 22	108,543 78
67	Norfolk Central (Dedham, etc.),* ²	149,848 99	32,420 13	9,152 35	32,724 13	12,478 06	238,280 01
68	Norfolk Suburban (Hyde Park, etc.),* ²	216,015 49	62,019 73	13,958 27	—	3,350 26	301,099 33
69	Norfolk Western (Dedham, etc.), . .	175,471 99	27,834 37	49,746 07	—	4,474 55	258,441 66
70	Northampton, . . .	341,873 09	113,416 09	110,606 40	2,010 76	2,075 17	571,340 90
71	Northampton & Amherst, . . .	160,614 43	40,617 42	23,075 60	—	2,613 04	230,459 82
72	North End (Worcester), . . .	100,480 28	51,355 04	13,674 76	—	270 50	165,780 58
73	North Woburn, . . .	186,856 22	31,497 00	13,140 64	—	3,311 41	235,316 67
74	Norton & Taunton, . . .	468,488 22	55,767 69	69,016 30	320 00	5,911 24	601,221 90
75	Norwood, Canton & Sharon,* ⁴	4,976 05	—	—	—	60,851 48	65,827 53
76	Palmer & Monson, . . .	277,410 93	53,046 12	39,603 96	19,137 00	3,239 05	394,718 54
77	Pembroke, . . .	125,208 88	—	—	—	250 00	125,458 88
78	Pittsfield Electric, . . .	86,590 07	25,969 80	45,282 76	—	6,514 72	163,357 35
79	Plum Island Electric (Newbury, etc.), .	59,294 76	13,933 68	10,692 83	—	3,825 34	87,746 01
80	Plymouth & Kingston, . . .	126,755 07	32,902 66	11,314 26	33,049 13	9,600 48	214,790 73

81	Plymouth & Sandwich,	32,781 38	9,084 55	2,263 12	-	1,560 72	-	45,689 77
82	Providence & Taunton,* ⁵	278,745 67	58,834 99	111,630 30	-	10,402 46	3,236 14	462,849 56
83	Quincy & Boston,* ³	556,889 31	154,800 44	212,820 64	-	162,983 09	13,050 85	1,102,544 73
84	Reading & Lowell,* ¹	140,380 93	14,651 68	-	-	6,224 26	529 00	161,785 87
85	Rockport,* ⁶	92,184 04	21,732 65	13,246 73	-	2,003 60	-	129,167 02
86	Salem & Wakefield,* ¹	84,466 43	15,186 70	-	7,624 43	1,119 36	-	108,396 92
87	Shelburne Falls & Colrain,*	70,754 88	10,686 64	26,013 68	542 30	838 29	783 73	109,619 52
88	Somerville,	153,000 00	-	-	-	-	-	153,000 00
89	Southbridge & Charlton Depot,* ⁷	1,195 51	-	-	-	4 49	7,800 00	9,000 00
90	Southbridge & Sturbridge,	91,034 19	22,011 94	13,294 46	5,305 55	157 28	2,705 52	134,508 94
91	South Middlesex (Natick, etc.),	151,817 87	60,278 29	74,352 63	989 43	9,025 23	6,444 88	302,908 33
92	South Shore & Boston (Hingham, etc.),	940,000 66	241,922 43	261,355 00	-	92,387 37	18,419 11	1,554,084 57
93	Springfield,	1,233,566 15	450,652 20	714,309 17	-	-	20,476 76	2,419,004 28
94	Stoughton & Randolph,* ⁴	203,000 00	-	-	-	5,000 00	-	208,000 00
95	Taunton,	961,673 47	178,633 14	266,357 41	60,710 49	20,521 81	6,007 30	1,493,903 62
96	Taunton & Brockton,* ⁸	180,443 89	33,374 94	-	-	7,951 64	-	221,770 47
97	Templeton,* ⁴	165,000 00	-	-	-	-	-	165,000 00
98	Union (New Bedford, etc.),	566,079 10	176,709 14	217,343 52	39,865 31	57,897 29	14,415 48	1,072,309 84
99	Wakefield & Stoneham,* ⁹	639,934 65	134,184 55	117,722 63	7,624 43	32,226 36	3,051 19	934,743 81
100	Waltham,* ⁷	3,000 00	-	-	-	3,000 00	-	6,000 00
101	Warren, Brookfield & Spencer,	247,856 95	39,263 71	65,669 16	-	12,007 36	2,500 47	367,297 65
102	Webster & Dudley,	47,739 90	12,766 11	7,238 76	-	2,072 94	-	69,817 71
103	Wellesley & Boston,	86,898 43	34,000 69	5,240 00	-	3,684 66	-	129,823 78
104	Westborough & Worcester,* ⁴	36,508 40	-	-	-	3,491 60	-	40,000 00
105	West End (Boston, etc.),	9,316,653 15	7,097,286 59	10,553,090 32	295,402 36	35,231 69	1,227,207 98	28,524,872 09

¹ Consolidated with the Wakefield & Stoneham, December 31, 1899.² Consolidated with the Wakefield & Stoneham, July 18, 1900.³ Consolidated with the Gloucester, January 13, 1900.⁴ Consolidated with the Brockton, February 10, 1900.⁵ Consolidated with the West Roxbury & Rosindale, November 24, 1899.⁶ Consolidated with the Taunton, August 3, 1900.⁷ Obtained a certificate of incorporation but has not commenced the construction of its railway.⁸ Consolidated with the Lynn & Boston, March 3, 1900.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		ASSETS SEPTEMBER 30, 1900 — Concluded.						
		1. — Construc- tion.	2. — Equipment.	3. — Lands and Buildings.	4. — Other Permanent Prop- erty.	5. — Cash and Current Assets.	6. — Miscel- laneous Assets.	7. — Gross Assets.
106	West Roxbury & Roslindale,	\$890,264 92	\$191,931 88	\$46,481 26	\$33,537 52	\$79,047 21	\$4,639 01	\$1,245,901 80
107	Winnisimmet (Chelsea),	50,000 00	—	—	—	80 85	50 00	50,130 85
108	Woburn & Reading,* ¹	70,296 44	10,442 10	6,353 94	—	2,761 72	—	89,854 20
109	Woonsocket (of Rhode Island),	352,443 87	96,541 87	2,600 39	—	3,648 83	—	455,234 96
110	Worcester & Blackstone Valley,	143,513 15	15,091 26	5,329 37	163 28	5,069 08	286 10	169,452 24
111	Worcester & Clinton,	227,420 61	32,876 59	49,234 96	—	4,460 10	3,312 10	317,304 36
112	Worcester Consolidated,	1,278,015 64	364,012 89	244,712 00	—	38,593 84	20,001 99	1,945,336 36
113	Worcester & Marlborough,	295,419 21	59,239 13	95,388 13	500 00	11,711 96	1,799 41	464,057 84
114	Worcester & Shrewsbury R.R.,	70,803 58	52,710 86	—	—	24,020 50	—	147,534 94
115	Worcester & Shrewsbury St. Ry.,	11,700 00	8,300 00	—	—	22 05	—	20,022 05
116	Worcester & Suburban,	454,371 19	288,489 01	209,165 35	44,923 80	22,125 51	85,609 75	1,104,684 61
117	Worcester & Webster,	207,247 56	50,261 73	131,099 14	—	4,991 08	6,316 28	399,915 79
118	Woronoco (Westfield),	137,970 48	55,396 34	47,086 06	—	5,677 93	1,322 06	247,452 87
Totals, ²		\$44,857,825 75	\$16,283,700 33	\$21,314,338 98	\$1,042,075 99	\$10,347,848 66	\$4,854,284 82	\$98,700,074 53

¹ Consolidated with the Wakefield & Stoneham, December 31, 1899.² Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

LIABILITIES SEPTEMBER 30, 1900.								
RAILWAY COMPANIES.		8. — Capital Stock.	9. — Funded Debt.	10. — Real Estate Mortgages.	11. — Current Liabilities.	12. — Accrued Liabilities.	13. — Sinking and other Special Funds.	14. — Gross Liabilities.
1	Amesbury & Hampton,	\$50,000 00	\$50,000 00	—	\$6,778 47	—	—	\$106,778 47
2	Amherst & Sunderland,	22,000 00	21,500 00	—	3,099 91	—	—	46,599 91
3	Athol & Orange,	60,000 00	60,000 00	—	—	\$750 00	—	120,750 00
4	Beverly & Danvers,	12,000 00	40,000 00	—	4,416 85	676 79	—	57,093 64
5	Blue Hill (Canton, etc.),	150,000 00	—	—	38,736 02	145 36	—	188,881 38
6	Boston & Chelsea,	121,000 00	—	—	—	—	—	121,000 00
7	Boston Elevated,	10,000,000 00	—	—	1,221,924 77	2,321,618 11	\$1,143,262 48	14,686,805 36
8	Boston, Milton & Brockton,* ¹	120,000 00	100,000 00	—	57,439 30	792 02	1,500 00	279,731 32
9	Boston & Revere Electric,	50,000 00	39,000 00	—	11,000 00	—	—	100,000 00
10	Bristol County, ²	120,000 00	—	—	70,100 00	—	—	190,100 00
11	Brockton,	2,312,400 00	1,540,000 00	—	647,133 83	23,779 75	34,030 16	4,557,343 74
12	Brockton, Bridgewater & Taunton,* ¹	225,000 00	200,000 00	—	120,592 59	1,287 66	—	546,880 25
13	Brockton & East Bridgewater,* ¹	50,000 00	30,000 00	—	15,347 91	123 71	1,000 00	96,471 62
14	Brockton & Plymouth	150,000 00	—	—	120,402 08	66 35	—	270,468 43
15	Citizen's (Newburyport, etc.),	190,000 00	—	—	206,379 73	1,698 65	—	398,078 38
16	Clinton & Hudson,	160,000 00	—	—	37,164 45	—	—	197,164 45
17	Commonwealth Avenue (Newton),	281,200 00	75,000 00	—	6,252 67	5,461 10	—	367,913 77
18	Conway Electric,	30,900 00	—	\$900 00	60,679 74	2,055 98	—	99,535 72
19	Cottage City,	34,900 00	25,000 00	—	10,379 59	—	—	70,279 59
20	Dartmouth & Westport,	150,000 00	90,000 00	—	6,325 65	—	7,200 00	253,525 65

¹ Consolidated with the Brockton, February 10, 1900.

² Railway under construction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	LIABILITIES SEPTEMBER 30, 1900 — Continued.					
		8. — Capital Stock.	9. — Funded Debt.	10. — Real Estate Mortgages.	11. — Current Liabilities.	12. — Accrued Liabilities.	13. — Sinking and other Special Funds.
							14. — Gross Liabilities.
21	Dighton, Somerset & Swansea,* ¹ .	\$175,000 00	\$125,000 00	—	\$57,211 59	\$3,734 15	\$360,945 74
22	East Middlesex (Malden, etc.), .	297,700 00	220,000 00	—	—	—	517,700 00
23	Easton, ²	20,000 00	—	—	—	—	20,000 00
24	East Taunton,	110,000 00	45,000 00	—	1,215 71	1,544 59	157,760 30
25	East Wareham, Onset Bay & Pt. Ind.,	21,400 00	—	—	605 80	3,077 21	25,083 01
26	Fitchburg & Leominster,	350,000 00	150,000 00	—	126,388 84	926 21	643,035 38
27	Fitchburg & Suburban,	188,000 00	—	—	27,286 88	87 66	215,374 54
28	Framingham, Southboro' & Marlboro',	80,000 00	60,000 00	—	28,800 00	1,006 67	169,806 67
29	Framingham Union,	30,000 00	50,000 00	—	52,674 11	1,432 54	135,106 65
30	Gardner Electric,* ³	50,000 00	—	—	30,346 29	—	80,346 29
31	Gardner, Westminster & Fitchburg, .	185,000 00	150,000 00	—	44,060 02	1,117 69	380,177 71
32	Georgetown, Rowley & Ipswich, .	180,000 00	180,000 00	—	36,621 75	5,020 72	401,642 47
33	Globe (Fall River),	915,000 00	1,550,000 00	—	97,767 73	18,298 57	2,606,982 79
34	Gloucester,* ⁴	530,000 00	197,500 00	—	128,065 74	4,368 71	862,934 45
35	Gloucester, Essex & Beverly,* ⁵ .	250,000 00	125,000 00	—	29,866 01	904 59	405,770 60
36	Gloucester & Rockport,	30,000 00	—	—	10,000 00	—	40,000 00
37	Greenfield & Turner's Falls, . .	115,500 00	92,000 00	—	12,650 00	—	220,150 00
38	Haverhill & Amesbury,	150,000 00	490,000 00	—	117,834 56	10,102 10	767,936 66
39	Haverhill, Georgetown & Danvers, .	60,000 00	35,000 00	—	9,428 32	1,235 29	105,663 61
40	Haverhill & Southern New Hampshire, ²	30,000 00	—	—	25,671 99	—	55,671 99
41	Holyoke,	500,000 00	250,000 00	—	268,840 05	23,437 85	1,042,277 90
42	Hoosac Valley (North Adams, etc.), .	100,000 00	100,000 00	—	34,691 05	—	234,691 05
43	Interstate Consolidated (of R. I.), .	380,000 00	150,000 00	—	165,416 63	2,963 86	698,836 80
44	Lawrence & Methuen, ⁶	7,000 00	—	—	—	—	7,000 00
45	Lawrence & Reading,	115,000 00	—	—	137,127 59	—	252,127 59

46	Leominster & Clinton,	150,000 00	193,000 00	-	34,971 22	-	4,000 00	381,971 23
47	Lexington & Boston,	345,010 00	250,000 00	-	40,850 00	-	-	635,860 00
48	Linwood,	12,000 00	-	-	825 00	159 08	-	12,984 08
49	Lowell, Lawrence & Haverhill,	1,520,000 00	1,444,000 00	-	138,126 70	29,965 12	14,309 03	3,146,400 85
50	Lowell & Suburban,	1,200,000 00	1,000,000 00	-	156,429 50	25,746 15	20,000 00	2,402,175 65
51	Lynn & Boston,	2,271,000 00	7,036,500 00	-	1,229,893 53	139,106 09	-	10,676,499 62
52	Marlborough,	80,000 00	80,000 00	-	65,972 94	1,922 52	4,500 00	232,395 46
53	Marlborough & Westborough, ²	46,100 00	-	-	30,000 00	-	-	76,100 00
54	Martha's Vineyard,	6,742 50	-	-	5,652 35	37 50	-	12,432 35
55	Medfield & Medway,	100,000 00	100,000 00	-	27,985 47	1,250 00	-	229,235 47
56	Milford, Attleborough & Woonsocket,	200,000 00	200,000 00	-	125,567 94	3,214 56	-	528,782 50
57	Milford, Holliston & Frammingham,	252,000 00	165,000 00	-	30,919 43	2,062 50	-	449,981 93
58	Mt. Tom (Northampton),	100,000 00	-	-	-	-	-	100,000 00
59	Mystic Valley (Stoneham, etc.), ⁷	90,000 00	60,000 00	-	18,276 25	78 60	-	168,354 85
60	Natick & Cohetuate,	100,000 00	-	-	66,957 32	-	-	166,957 32
61	Natick & Needham,	50,000 00	-	-	53,044 70	25 49	-	103,070 19
62	Needham & Boston, ⁸	50,000 00	-	-	24,944 03	4 37	-	74,948 40
63	New Bedford, Middleboro & Brockton, ⁹	350,000 00	325,000 00	-	41,973 96	4,311 14	-	721,285 10
64	Newton,	314,330 00	135,000 00	-	30,000 00	-	-	479,330 00
65	Newton & Boston,	200,000 00	125,000 00	-	138,400 00	-	-	463,400 00
66	Newtonville & Watertown,	50,000 00	-	-	58,650 00	-	-	108,650 00
67	Norfolk Central (Dedham, etc.), ⁸	100,000 00	60,000 00	-	85,023 99	721 38	-	245,745 37
68	Norfolk Suburban (Hyde Park, etc.), ⁸	187,500 00	75,000 00	-	5,509 05	1,662 72	16,107 79	285,779 56
69	Norfolk Western (Dedham, etc.),	100,000 00	100,000 00	-	60,194 95	833 33	-	261,028 28
70	Northampton,	300,000 00	225,000 00	-	15,000 00	-	-	540,000 00
71	Northampton & Amherst,	80,000 00	60,000 00	-	87,621 76	382 53	-	228,004 29
72	North End (Worcester),	110,000 00	75,000 00	-	-	-	-	185,000 00
73	North Woburn,	100,000 00	-	-	132,608 21	999 48	-	233,607 69
74	Norton & Taunton,	297,000 00	296,000 00	-	7,478 33	2,289 68	-	602,768 01
75	Norwood, Canton & Sharon, ²	62,500 00	-	-	8,125 78	201 75	-	63,827 53

¹ Consolidated with the Globe, April 24, 1900. ² Railway under construction.³ Consolidated with the Gardner, Westminster & Fitchburg, December 18, 1899.⁴ Consolidated with the Lynn & Boston, March 3, 1900.⁵ Consolidated with the Gloucester, January 18, 1900.⁶ Obtained a certificate of incorporation but has not commenced the construction of its railway. ⁷ Consolidated with the Wakefield & Stoneham, December 31, 1899.⁸ Consolidated with the West Roxbury & Roslindale, November 24, 1899.⁹ Consolidated with the Brockton, July 18, 1900.

Tabulated Statements from Reports of Street Railway Companies — Continued.

		LIABILITIES SEPTEMBER 30, 1900 — Concluded.						
		RAILWAY COMPANIES.	8. — Capital Stock.	9. — Funded Debt.	10. — Real Estate Mortgages.	11. — Current Liabilities.	12. — Accrued Liabilities.	13. — Sinking and other Special Funds.
								14. — Gross Liabilities.
76	Palmer & Monson,	.	\$60,000 00	—	—	\$334,430 75	—	\$394,430 75
77	Pembroke,	.	20,000 00	—	—	109,458 88	—	125,458 88
78	Pittsfield Electric,	.	80,000 00	\$55,000 00	—	14,790 77	—	149,790 77
79	Plum Island Electric (Newbury, etc.),	.	40,000 00	—	—	37,678 42	\$1,855 66	79,534 08
80	Plymouth & Kingston,	.	100,000 00	35,000 00	\$10,000 00	68,371 68	1,800 27	215,171 95
81	Plymouth & Sandwich,	.	35,800 00	—	—	8,828 73	—	44,628 73
82	Providence & Taunton,* ¹	.	175,000 00	150,000 00	—	96,972 44	5,137 40	437,109 84
83	Quincy & Boston,* ²	.	767,400 00	35,000 00	—	231,053 98	—	1,036,110 09
84	Reading & Lowell,* ³	.	100,000 00	—	—	77,216 70	430 32	177,647 02
85	Rockport,* ⁴	.	100,000 00	12,500 00	—	3,457 47	357 98	116,315 45
86	Salem & Wakefield,* ⁵	.	75,000 00	—	—	36,782 91	197 47	111,980 38
87	Shelburne Falls & Colrain,	.	50,000 00	50,000 00	—	8,002 00	626 26	108,628 26
88	Somerville,	.	153,000 00	—	—	—	—	153,000 00
89	Southbridge & Charlton Depot,* ⁶	.	9,000 00	—	—	—	—	9,000 00
90	Southbridge & Sturbridge,	.	60,000 00	60,000 00	—	11,000 00	1,045 73	132,045 73
91	South Middlesex (Natick, etc.),	.	100,000 00	100,000 00	—	87,113 85	3,389 42	292,540 77
92	South Shore & Boston (Hingham, etc.),	.	865,000 00	600,000 00	—	66,149 76	9,814 67	1,540,964 33
93	Springfield,	.	1,438,400 00	500,000 00	—	180,095 08	—	2,138,495 08
94	Stoughton & Randolph,* ⁶	.	80,000 00	—	—	128,000 00	—	208,000 00
95	Taunton,	.	525,000 00	700,000 00	—	210,296 38	8,261 04	1,463,557 42
96	Taunton & Brockton,* ⁷	.	100,000 00	100,000 00	—	10,014 80	337 09	218,168 92
97	Templeton,* ⁶	.	50,000 00	—	—	115,000 00	—	165,000 00
98	Union (New Bedford, etc.),	.	600,000 00	400,000 00	—	14,073 11	6,000 00	1,020,073 11
99	Wakefield & Stoneham,* ⁸	.	475,000 00	210,000 00	—	280,213 64	1,828 18	967,041 82
100	Waltham,* ⁵	.	6,000 00	—	—	—	—	6,000 00

101	Warren, Brookfield & Spencer, . . .	150,000 00	125,000 00	-	75,949 98	3,292 10	2,000 00	356,242 08
102	Webster & Dudley, . . .	50,000 00	-	-	20,500 00	-	-	70,500 00
103	Wellesley & Boston, . . .	115,000 00	-	-	-	-	7,500 00	122,500 00
104	Westborough & Worcester, ⁶ . . .	30,000 00	-	-	10,000 00	-	-	40,000 00
105	West End (Boston, etc.), . . .	15,485,000 00	12,866,000 00	-	604 90	-	-	28,351,604 90
106	West Roxbury & Roslindale, . . .	800,000 00	283,000 00	-	118,051 84	7,743 58	1,417 25	1,210,212 67
107	Winnismet (Chelsea), . . .	50,000 00	-	-	7 50	-	-	50,007 50
108	Woburn & Reading, ⁸ . . .	60,000 00	-	-	36,209 91	180 80	-	96,390 71
109	Woonsocket (of Rhode Island), . . .	140,000 00	190,000 00	-	184,986 08	367 31	-	515,353 39
110	Worcester & Blackstone Valley, . . .	60,000 00	-	-	109,206 41	-	-	169,206 41
111	Worcester & Clinton, . . .	150,000 00	115,000 00	-	47,984 77	1,437 50	-	314,422 27
112	Worcester Consolidated, . . .	700,000 00	700,000 00	4,500 00	381,709 66	42,801 64	-	1,829,011 30
113	Worcester & Marlborough, . . .	238,900 00	200,000 00	-	-	3,557 45	-	442,457 45
114	Worcester & Shrewsbury R.R., . . .	36,825 00	22,000 00	-	-	-	-	58,825 00
115	Worcester & Shrewsbury St. Ry., . . .	20,000 00	-	-	-	-	-	20,000 00
116	Worcester & Suburban, . . .	542,500 00	200,000 00	-	334,868 81	8,939 33	-	1,086,308 14
117	Worcester & Webster, . . .	150,000 00	150,000 00	-	89,000 00	6,316 28	-	395,316 28
118	Woronoco (Westfield), . . .	150,000 00	75,000 00	-	17,142 00	-	-	242,142 00
	Totals, ⁹ . . .	\$48,971,167 50	\$34,373,000 00	\$15,400 00	\$8,967,431 28	\$2,735,946 97	\$1,309,349 55	\$96,372,295 30

¹ Consolidated with the Taunton, August 3, 1900.² Consolidated with the Wakefield & Stoneham, December 31, 1899.³ Obtained a certificate of incorporation but has not commenced the construction of its railway.⁴ Consolidated with the Brockton, February 10, 1900.⁵ Not including the companies marked *, these companies having been consolidated during the year.⁶ Consolidated with the Brockton, July 18, 1900.⁷ Consolidated with the Gloucester, January 18, 1900.⁸ Railway under construction.⁹ Consolidated with the Lynn & Boston, March 3, 1900.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR.						21. — Net Additions.
		15. — Additions to Railway.	16. — To Equipment.	17. — To Lands and Buildings.	18. — To other Permanent Property.	19. — Total Additions.	20. — Deductions.	
1	Amesbury & Hampton,	\$3,130 85	\$1,997 28	-	-	\$5,128 13	-	\$5,128 13
2	Amherst & Sunderland,	30 00	-	\$17 94	-	47 94	-	47 94
3	Athol & Orange,	-	-	-	-	-	-	-
4	Beverly & Danvers,	17,930 90	-	-	-	17,930 90	-	17,930 90
5	Blue Hill (Canton, etc.),	43,839 86	28,567 15	53,232 12	-	125,639 13	-	125,639 13
6	Boston & Chelsea,	-	-	-	-	-	-	-
7	Boston Elevated,	1,631,816 47	35,813 43	1,023,773 76	\$40,791 36	2,732,195 02	-	2,732,195 02
8	Boston, Milton & Brockton,	1,327 76	5,185 84	268 54	-	6,782 14	-	6,782 14
9	Boston & Revere Electric,	-	-	-	-	-	-	-
10	Bristol County,	-	-	-	-	-	-	-
11	Brockton,	1,928,284 70	447,542 47	527,409 95	-	2,903,237 12	\$10,816 70	2,892,420 42
12	Brockton, Bridgewater & Taunton,	2,572 13	1,142 10	-	-	3,714 23	-	3,714 23
13	Brockton & East Bridgewater,	-	-	-	-	-	-	-
14	Brockton & Plymouth,	-	-	-	-	-	-	-
15	Citizen's (Newburyport, etc.),	153,955 50	-	-	-	153,955 50	-	153,955 50
16	Clinton & Hudson,	50,221 78	27,047 17	14,032 30	-	91,301 25	-	91,301 25
17	Commonwealth Avenue (Newton),	-	8,206 56	1,047 84	153 85	9,408 25	14,308 35	4,900 10 ^d
18	Conway Electric,	-	4,301 46	219 35	-	4,520 81	-	4,520 81
19	Cottage City,	-	-	-	-	-	-	-
20	Dartmouth & Westport,	250 00	37,201 80	-	-	37,451 80	26,635 28	10,816 52
21	Dighton, Somerset & Swansea,	2,206 99	2,718 78	-	-	4,925 77	735 55	4,190 22
22	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
23	Easton,	-	-	-	-	-	-	-
24	East Taunton,	56,997 60	6,708 60	204 40	-	63,910 60	-	63,910 60
25	East Wareham, Onset Bay & Pt. Ind.,	-	440 00	-	-	440 00	21 50	418 50

26	Fitchburg & Leominster,	29,506 85	18,509 79	788 00	6,284 83	55,069 47	23,100 00	31,969 47
27	Fitchburg & Suburban,	32,498 13	12,265 18	32,248 39	19,117 04	96,128 74	-	96,128 74
28	Framingham, Southboro' & Marlboro',	3,026 28	1,350 57	-	-	4,376 85	-	4,376 85
29	Framingham Union,	2,595 50	1,557 69	-	-	4,153 19	3,000 00	1,153 19
30	Gardner Electric,	-	-	-	-	-	-	-
31	Gardner, Westminster & Fitchburg,	149,069 01	46,610 08	27,612 20	11,474 04	234,765 33	8,217 63	226,547 70
32	Georgetown, Rowley & Ipswich,	-	-	-	-	-	-	-
33	Globe (Fall River),	261,415 56	73,523 55	16,661 03	40,000 00	391,600 14	530 00	391,070 14
34	Gloucester,	369,074 08	83,092 47	83,906 20	-	536,132 75	-	536,132 75
35	Gloucester, Essex & Beverly,	-	2,191 63	-	-	2,191 63	-	2,191 63
36	Gloucester & Rockport,	-	-	-	-	-	-	-
37	Greenfield & Turner's Falls,	109 99	-	-	-	109 99	-	109 99
38	Haverhill & Amesbury,	54,899 80	23,980 50	512 14	-	79,392 44	-	79,392 44
39	Haverhill, Georgetown & Danvers,	2,737 41	15,593 74	2,250 00	-	20,581 15	18,296 27	2,284 88
40	Haverhill & Southern New Hampshire,	-	-	-	-	-	-	-
41	Holyoke,	84,312 18	47,816 77	7,994 84	-	140,123 79	-	140,123 79
42	Hoosac Valley (North Adams, etc.),	814 57	4,883 17	5,628 97	967 26	12,293 97	10,500 00	1,793 97
43	Interstate Consolidated (of R. I.),	3,378 76	7,863 58	-	-	11,242 34	443 82	10,798 52
44	Lawrence & Methuen,	-	-	-	-	-	-	-
45	Lawrence & Reading,	-	-	-	-	-	-	-
46	Leominster & Clinton,	1,446 80	5,970 45	-	583 28	8,000 53	-	8,000 53
47	Lexington & Boston,	-	-	-	-	-	-	-
48	Linwood,	-	-	-	-	-	-	-
49	Lowell, Lawrence & Haverhill,	18,639 10	18,765 91	6,443 48	3,512 19	47,360 68	230 00	47,130 68
50	Lowell & Suburban,	51,841 12	9,011 00	1,064 06	194 45	62,110 63	23,131 56	38,979 07
51	Lynn & Boston,	1,692,851 89	453,159 20	284,037 65	7,624 43	2,347,693 17	40,000 00	2,307,693 17
52	Marlborough,	5,122 35	-	5 05	-	5,127 40	1,250 28	3,877 12
53	Marlborough & Westborough,	-	-	-	-	-	-	-
54	Martha's Vineyard,	94 30	-	-	-	94 30	-	94 30
55	Medfield & Medway,	-	-	-	-	-	-	-

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Continued.					
		15. — Additions to Railway.	16. — To Equipment.	17. — To Lands and Buildings.	18. — To other Permanent Property.	19. — Total Additions.	20. — Deductions.
							21. — Net Additions.
56	Milford, Attleborough & Woonsocket,	\$158,615 14	\$14,880 46	\$63,637 28	\$17,813 85	\$254,946 73	\$254,946 73
57	Milford, Holliston & Framingham,	1,675 77	19,169 47	16,141 96	-	36,987 20	36,987 20
58	Mt. Tom (Northampton),	-	-	-	-	-	-
59	Mystic Valley (Stoneham, etc.),	3,386 50	750 00	-	-	4,136 50	4,136 50
60	Natick & Cohituate,	-	3,927 72	-	-	3,927 72	3,927 72
61	Natick & Needham,	-	-	-	-	-	-
62	Needham & Boston,	191 96	951 50	-	-	1,143 46	1,056 81
63	New Bedford, Middleboro' & Brockton,	-	-	-	-	-	-
64	Newton,	1,807 55	-	13,339 44	5,000 00	20,146 99	20,146 99
65	Newton & Boston,	1,623 00	12,028 20	28,172 37	-	41,823 57	41,823 57
66	Newtonville & Watertown,	4,243 77	-	-	-	4,243 77	4,243 77
67	Norfolk Central (Dedham, etc.),	2 53	110 00	-	681 05	793 58	793 58
68	Norfolk Suburban (Hyde Park, etc.),	630 90	45 00	-	-	675 90	675 90
69	Norfolk Western (Dedham, etc.),	5,186 64	1,688 75	1,100 00	-	7,975 39	7,975 39
70	Northampton,	112,640 45	28,973 62	23,964 61	-	165,578 68	164,854 82
71	Northampton & Amherst,	98,980 17	41,617 42	24,075 60	-	164,673 19	154,045 73
72	North End (Worcester),	-	-	-	-	-	-
73	North Woburn,	21,458 66	2,191 63	-	-	23,650 29	15,610 29
74	Norton & Taunton,	-	127 25	-	-	127 25	73,435 53
75	Norwood, Canton & Sharon,	-	-	-	-	-	-
76	Palmer & Monson,	205,205 48	27,253 75	32,703 79	19,137 00	284,300 02	283,500 02
77	Pembroke,	-	-	-	-	-	-
78	Pittsfield Electric,	-	-	8,025 12	-	8,025 12	3,974 88 ^d
79	Plum Island Electric (Newbury, etc.),	15,292 49	105 00	908 64	-	16,306 13	16,306 13
80	Plymouth & Kingston,	24,100 20	492 25	3,275 22	-	27,867 67	27,067 67

81	Plymouth & Sandwich,	1,686 51	5,280 81	2,263 12	-	9,230 44	-	9,230 44
82	Providence & Taunton,	20,059 80	792 38	-	-	20,852 18	-	20,852 18
83	Quincy & Boston,	27,892 03	27,704 02	4,199 28	-	59,795 33	21,604 12	38,191 21
84	Reading & Lowell,	-	-	-	-	-	-	-
85	Rockport,	-	2,191 63	-	-	2,191 63	-	2,191 63
86	Salem & Wakefield,	-	-	-	542 30	542 30	-	542 30
87	Shelburne Falls & Colrain,	-	-	-	-	-	-	-
88	Somerville,	-	-	-	-	-	-	-
89	Southbridge & Charlton Depot,	-	-	-	201 37	686 21	-	686 21
90	Southbridge & Sturbridge,	-	427 79	57 05	-	-	-	-
91	South Middlesex (Natick, etc.),	9,681 21	878 90	9,151 33	15 00	19,726 44	235 61	19,490 83
92	South Shore & Boston (Hingham, etc.),	78,045 42	20,172 70	36,502 70	-	134,720 82	29,100 46	105,620 36
93	Springfield,	66,504 28	-	10,377 12	-	75,881 40	-	75,881 40
94	Stoughton & Randolph,	-	-	-	-	-	-	-
95	Taunton,	278,762 11	66,417 28	111,630 30	-	456,809 69	2,282 00	454,527 69
96	Taunton & Brockton,	1,201 32	660 35	-	-	1,861 67	-	1,861 67
97	Templeton,	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	77,215 25	21,026 97	6,116 02	3,763 09	108,121 33	92,808 07	15,313 26
99	Wakefield & Stoneham,	440,286 25	63,310 05	12,401 52	7,624 43	523,622 25	-	523,622 25
100	Waltham,	-	-	-	-	-	-	-
101	Warren, Brookfield & Spencer,	4,795 13	1,502 09	-	-	6,297 22	-	6,297 22
102	Webster & Dudley,	428 31	361 02	-	-	789 33	21 30	768 03
103	Wellesley & Boston,	-	1,058 03	-	-	1,058 03	-	1,058 03
104	Westborough & Worcester,	-	-	-	-	-	-	-
105	West End (Boston, etc.),	309,230 39	206,857 04	74,579 67	3,127 26	593,794 36	333,991 92	259,802 44
106	West Roxbury & Roslindale,	456,607 73	140,903 95	23,871 37	33,537 52	654,920 57	8,976 90	645,943 67
107	Winnisimmet (Chelsea),	-	-	-	-	-	-	-
108	Woburn & Reading,	-	-	-	-	-	-	-
109	Woonsocket (of Rhode Island),	2,119 56	1,933 57	2,472 76	-	6,525 89	846 40	5,679 49
110	Worcester & Blackstone Valley,	45,409 04	-	2,168 33	-	47,577 37	-	47,577 37

d Net deduction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR—Concluded.						21.—Net Additions.
		15.—Additions to Railway.	16.—To Equipment.	17.—To Lands and Buildings.	18.—To other Permanent Property.	19.—Total Additions.	20.—Deductions.	
111	Worcester & Clinton, .	\$7,095 15	-	-	-	\$7,095 15	-	\$7,095 15
112	Worcester Consolidated, .	60,004 32	\$62,612 27	\$39,257 79	-	161,874 38	\$25,000 00	136,874 38
113	Worcester & Marlborough, .	3,387 89	-	-	\$84 20	3,472 09	-	3,472 09
114	Worcester & Shrewsbury R.R., .	-	-	-	-	-	-	-
115	Worcester & Shrewsbury St. Ry., .	-	-	-	-	-	-	-
116	Worcester & Suburban, .	45,068 50	90,317 18	8,432 07	27,795 43	171,613 18	9,096 60	162,516 58
117	Worcester & Webster, .	-	-	-	-	-	-	-
118	Woronoco (Westfield), .	63,965 09	27,475 40	19,543 03	-	110,983 52	-	110,983 52

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1900.						
		22. — From Pas- sengers.	23. — From Mails and Merchandise.	24. — From Tolls, Rents, Ad- vertising, etc.	25. — Total Earnings from Operation.	26. — Rentals from Lease of Railway.	27. — Miscel- laneous Income.	28. — Gross Income.
1	Amesbury & Hampton,	\$4,029 90	—	—	\$4,029 90	\$1,125 00	—	\$5,154 90
2	Amherst & Sunderland,	10,400 30	\$200 00	\$88 00	10,688 30	—	—	10,688 30
3	Athol & Orange,	33,325 95	—	40 00	33,365 95	—	—	33,365 95
4	Beverly & Danvers,	7,678 75	—	—	7,678 75	—	—	7,678 75
5	Blue Hill (Canton, etc.), ¹	14,510 93	—	25 00	14,535 93	—	—	14,535 93
6	Boston & Chelsea, ²	—	—	—	—	7,260 00	—	7,260 00
7	Boston Elevated,	9,948,438 78	21,678 61	171,092 29	10,141,209 68	—	\$95,784 81	10,236,994 49
8	Boston, Milton & Brockton, ³	11,610 07	—	—	11,610 07	—	—	11,610 07
9	Boston & Revere Electric, ⁴	—	—	—	—	2,500 00	—	2,500 00
10	Bristol County,	—	—	—	—	—	—	—
11	Brockton,	602,361 08	1,364 66	10,648 38	614,374 12	—	4,330 99	618,705 11
12	Brockton, Bridgewater & Taunton, ³	25,137 75	245 05	600 02	25,982 82	—	—	25,982 82
13	Brockton & East Bridgewater, ³	7,033 46	—	39 19	7,072 65	—	—	7,072 65
14	Brockton & Plymouth, ⁵	6,610 45	—	25 00	6,635 45	—	—	6,635 45
15	Citizen's (Newburyport, etc.),	76,212 29	—	636 12	76,848 41	—	—	76,848 41
16	Clinton & Hudson, ⁶	12,923 65	—	—	12,923 65	—	—	12,923 65
17	Commonwealth Avenue (Newton),	76,335 59	—	3,182 24	79,517 83	—	—	79,517 83
18	Conway Electric,	3,057 41	6,583 66	42 14	9,683 21	—	—	9,683 21
19	Cottage City,	4,617 55	—	17 50	4,635 05	—	—	4,635 05
20	Dartmouth & Westport,	103,041 02	800 00	795 63	104,636 65	—	—	104,636 65

¹ Commenced operation November 3, 1899.³ Operation to February 10, 1900, when consolidated with the Brockton.⁵ Commenced operation July 17, 1900.² Leased to the Boston Elevated and operated by the Lynn & Boston.⁴ Leased to the Lynn & Boston.⁶ Commenced operation April 20, 1900.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.						
		22. — From Pas- sengers.	23. — From Mails and Merchandise.	24. — From Tolls, Rents, Ad- vertising, etc.	25. — Total Earnings from Operation.	26. — Rentals from Lease of Railway.	27. — Miscel- laneous Income.	28. — Gross Income.
21	Dighton, Somerset & Swansea, ¹	\$26,962 53	—	\$338 29	\$27,300 82	—	—	\$27,300 82
22	East Middlesex (Malden, etc.), ²	—	—	—	—	\$24,000 00	—	24,000 00
23	Easton,	—	—	97 46	21,695 09	—	—	21,695 09
24	East Taunton,	21,597 63	—	120 25	4,526 82	—	—	4,526 82
25	East Wareham, Onset Bay & Pt. Ind.,	2,878 55	\$1,528 02	—	—	—	—	—
26	Fitchburg & Leominster,	166,771 39	—	680 25	167,451 64	—	\$11,193 17	178,644 81
27	Fitchburg & Suburban,	25,397 05	—	3 75	25,400 80	—	—	25,400 80
28	Framingham, Southboro' & Marlboro', ³	24,392 57	—	166 53	24,559 10	—	—	24,559 10
29	Framingham Union,	35,197 90	149 70	446 33	35,793 93	—	—	35,793 93
30	Gardner Electric, ⁴	3,394 10	—	—	3,394 10	—	—	3,394 10
31	Gardner, Westminster & Fitchburg,	46,570 01	—	153 25	46,723 26	—	—	46,723 26
32	Georgetown, Rowley & Ipswich, ⁵	23,603 76	—	28 00	23,631 76	—	—	23,631 76
33	Globe (Fall River),	379,990 26	—	18,972 13	398,962 39	—	1,376 12	400,338 51
34	Gloucester, ⁶	27,224 33	—	1,002 61	28,226 94	—	—	28,226 94
35	Gloucester, Essex & Beverly, ⁷	14,080 22	—	320 91	14,401 13	—	—	14,401 13
36	Gloucester & Rockport, ²	—	—	—	—	1,800 00	—	1,800 00
37	Greenfield & Turner's Falls,	37,972 58	1,635 73	375 75	39,984 06	—	—	39,984 06
38	Haverhill & Amesbury,	113,970 95	495 27	1,193 27	115,659 49	—	—	115,659 49
39	Haverhill, Georgetown & Danvers,	26,217 01	—	93 00	26,310 01	—	—	26,310 01
40	Haverhill & Southern New Hampshire,	—	—	—	—	—	—	—
41	Holyoke,	252,260 69	—	2,886 48	255,147 17	—	7,340 00	262,487 17
42	Hoosac Valley (North Adams, etc.),	92,258 30	93 75	1,533 78	93,885 83	—	4,625 43	98,511 26
43	Interstate Consolidated (of R. I.),	174,055 30	496 44	680 04	175,231 78	—	800 10	176,031 88
44	Lawrence & Methuen,	—	—	—	—	—	—	—
45	Lawrence & Reading, ⁸	7,380 95	—	—	7,380 95	—	—	7,380 95

46	Leominster & Clinton,	51,183 15	-	483 75	51,666 90	-	51,666 90
47	Lexington & Boston, ⁹	58,453 25	-	1,287 03	59,740 28	-	59,740 28
48	Linwood, ¹⁰	7,954 05	-	-	7,954 05	-	7,954 05
49	Lowell, Lawrence & Haverhill,	541,414 24	442 05	3,522 66	545,378 95	9,964 72	555,343 67
50	Lowell & Suburban,	453,975 57	233 21	10,348 28	464,557 06	8,373 54	472,930 60
51	Lynn & Boston,	1,921,876 34	-	22,103 88	1,943,980 22	1,434 40	1,945,414 62
52	Marlborough,	38,390 75	-	15,650 66	54,041 41	-	54,041 41
53	Marlborough & Westborough,	-	-	-	-	-	-
54	Martha's Vineyard,	1,504 84	-	9 24	1,514 08	-	1,514 08
55	Medfield & Medway,	13,524 15	-	-	13,524 15	-	13,524 15
56	Milford, Attleborough & Woonsocket,	41,819 12	-	312 18	42,131 30	-	42,131 30
57	Milford, Holliston & Framingham,	121,458 63	-	249 96	121,708 59	-	121,708 59
58	Mt. Tom (Northampton), ¹¹	-	-	-	-	-	-
59	Mystic Valley (Stoneham, etc.), ¹²	7,859 55	-	49 39	7,908 94	28 83	6,028 83
60	Natick & Cohasset,	68,244 13	255 15	312 50	68,811 78	-	7,908 94
61	Natick & Needham, ¹⁴	2,549 35	-	-	2,549 35	-	68,811 78
62	Needham & Boston, ¹⁵	1,004 25	-	3 00	1,007 25	-	2,549 35
63	New Bedford, M'dleboro' & Brockton, ¹⁶	49,665 96	213 25	289 53	50,168 74	-	1,007 25
64	Newton,	115,188 31	36 00	5,113 74	120,338 05	-	50,168 74
65	Newton & Boston,	79,374 55	74 05	1,218 94	80,667 54	-	120,338 05
66	Newtonville & Watertown, ¹⁷	-	-	-	-	2,500 00	80,667 54
67	Norfolk Central (Dedham, etc.), ¹⁸	5,400 95	-	14 00	5,414 95	-	8,832 35
68	Norfolk Suburban (Hyde Park, etc.), ¹⁹	15,221 80	-	83 33	15,305 13	-	5,414 95
69	Norfolk Western (Dedham, etc.),	23,802 40	-	-	23,802 40	-	15,305 13
70	Northampton,	104,293 40	1,606 11	1,343 93	107,243 44	-	23,802 40

¹ Operation to April 24, 1900, when consolidated with the Globe.

⁴ Operation to December 18, 1899, when consolidated with the Gardner, Westminster & Fitchburg.

⁶ Operation to March 3, 1900, when consolidated with the Lynn & Boston.

⁸ Commenced operation August 13, 1900.

¹¹ Commenced operation February 26, 1900.

¹⁴ Commenced operation July 24, 1900.

¹⁶ Operation to July 18, 1900, when consolidated with the Brockton.

² Leased to the Lynn & Boston.

⁷ Operation to January 18, 1900, when consolidated with the Gloucester.

⁹ Commenced operation April 8, 1900.

¹⁰ Commenced operation January 1, 1900.

¹³ Operation to December 31, 1899, when consolidated with the Wakefield & Stoneham.

¹⁵ Operation to November 24, 1899, when consolidated with the West Roxbury & Roslindale.

¹⁷ Trucks used by the Newton & Boston under contract.

³ Operated by the Marlborough.

⁵ Commenced operation, May 1, 1900.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1900—Concluded.					
		22.—From Passengers.	23.—From Mails and Merchandise.	24.—From Tolls, Rents, Advertising, etc.	25.—Total Earnings from Operation.	26.—Rentals from Lease of Railway.	27.—Miscellaneous Income.
							28.—Gross Income.
71	Northampton & Amherst, ¹	\$20,444 53	-	-	\$20,444 53	-	\$20,444 53
72	North End (Worcester), ²	-	-	-	-	\$8,000 00	8,000 00
73	North Woburn,	49,974 00	-	\$198 23	50,172 23	-	50,172 23
74	Norton & Taunton, . .	48,555 30	-	504 12	49,059 42	-	49,059 42
75	Norwood, Canton & Sharon,	-	-	-	-	-	-
76	Palmer & Monson,	35,706 61	\$59 44	116 64	35,882 69	-	39,774 12
77	Pembroke, ³	-	-	-	-	-	-
78	Fittsfield Electric,	79,637 49	-	15 00	79,652 49	-	79,953 01
79	Plum Island Electric (Newbury, etc.), . .	13,912 80	-	108 45	14,021 25	-	14,021 25
80	Plymouth & Kingston,	42,557 13	-	2,850 00	45,407 13	-	45,407 13
81	Plymouth & Sandwich,	5,841 00	-	-	5,841 00	-	5,841 00
82	Providence & Taunton, ⁴	51,586 10	-	269 00	51,855 10	-	51,855 10
83	Quincy & Boston, ⁵	135,553 53	425 18	3,167 70	139,146 41	-	139,146 41
84	Reading & Lowell, ⁶	2,955 35	-	108 47	3,063 82	-	3,063 82
85	Rockport, ⁷	8,536 35	-	11 89	8,538 24	-	8,538 24
86	Salem & Wakefield, ⁸	1,192 74	-	44 55	1,237 29	-	1,237 29
87	Shelburne Falls & Colrain,	7,047 38	5,872 02	26 50	12,945 90	-	12,945 90
88	Somerville, ⁸	-	-	-	-	9,180 00	9,180 00
89	Southbridge & Charlton Depot,	-	-	-	-	-	-
90	Southbridge & Sturbridge,	28,898 70	549 99	134 62	29,573 31	-	31,063 47
91	South Middlesex (Natick, etc.),	62,858 60	230 00	324 96	63,413 56	-	63,451 06
92	South Shore & Boston (Hingham, etc.), .	241,873 85	1,465 63	423 86	243,763 34	-	243,763 34
93	Springfield,	680,063 16	-	5,986 67	686,049 83	-	686,049 83
94	Stoughton & Randolph,	-	-	-	-	-	-
95	Taunton,	95,590 96	28 16	7,882 09	103,501 21	4,043 40	107,544 61

		18,571 68	-	39 39	18,611 07	-	18,611 07
96	Taunton & Brockton, ⁹	.	.			-	
97	Templeton,	.	.			-	
98	Union (New Bedford, etc.),	224,109 96	250 00	25,280 22	249,640 18	-	249,640 18
99	Wakefield & Stoneham, ¹⁰	29,300 69	-	394 06	29,694 75	-	29,694 75
100	Waltham,	-	-	-	-	-	-
101	Warren, Brookfield & Spencer,	61,296 89	-	270 85	61,567 74	-	61,567 74
102	Webster & Dudley,	11,408 70	-	4,329 72	15,738 42	-	15,738 42
103	Wellesley & Boston,	57,073 22	-	2,011 64	59,084 86	-	59,084 86
104	Westborough & Worcester,	-	-	-	-	-	-
105	West End (Boston, etc.), ⁸	-	-	-	-	-	-
106	West Roxbury & Roslindale,	225,740 69	-	868 29	226,608 98	-	226,608 98
107	Winnisummet (Chelsea), ¹¹	-	-	-	-	-	-
108	Woburn & Reading, ⁹	2,823 56	-	12 48	2,836 04	-	2,836 04
109	Woonsocket (of Rhode Island),	80,867 33	500 00	15 00	81,382 33	-	81,382 33
110	Worcester & Blackstone Valley,	18,717 65	-	-	18,717 65	-	18,717 65
111	Worcester & Clinton,	46,761 22	-	413 89	47,175 11	-	47,175 11
112	Worcester Consolidated,	702,594 53	765 36	6,702 85	710,022 74	-	710,022 74
113	Worcester & Marlborough,	64,819 40	580 00	4,165 11	69,564 51	-	69,564 51
114	Worcester & Shrewsbury R.R., ²	-	-	-	-	-	-
115	Worcester & Shrewsbury St. Ry., ³	-	-	-	-	-	-
116	Worcester & Suburban,	166,551 81	400 68	1,873 46	168,825 95	-	168,825 95
117	Worcester & Webster, ¹²	51,579 68	-	1 17	51,580 85	-	51,580 85
118	Woronoco (Westfield),	54,302 85	-	207 50	54,510 35	-	54,510 35
	Totals,	\$19,602,905 19	\$49,257 17	\$347,477 97	\$19,999,640 33	\$1,221,897 35	\$21,387,640 81

¹ Commenced operation January 22, 1900. ² Leased to the Worcester Consolidated.

⁴ Operation to August 3, 1900, when consolidated with the Taunton.

⁶ Operation to December 31, 1899, when consolidated with the Wakefield & Stoneham.

⁸ Leased to the Boston Elevated.

¹⁰ Operation to March 3, 1900, when consolidated with the Lynn & Boston.

¹² Commenced operation October 21, 1899.

⁵ Operated by the Brockton & Plymouth; no income reported.

⁵ Operation to July 18, 1900, when consolidated with the Brockton.

⁷ Operation to January 18, 1900, when consolidated with the Gloucester.

⁹ Operation to February 10, 1900, when consolidated with the Brockton.

¹¹ Leased to the Lynn & Boston.

Tabulated Statements from Reports of Street Railway Companies — Continued.

		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900.						
RAILWAY COMPANIES.		29. — Salaries.	30. — Office Expenses and Supplies.	31. — Legal Expenses.	32. — Insurance.	33. — Other General Expenses.	34. — Total General Expenses.	35. — Repair of Roadbed and Track.
1	Amesbury & Hampton,	—	—	—	\$467 18	—	\$467 18	\$66 33
2	Amherst & Sunderland,	\$899 65	\$47 94	—	160 63	\$24 85	1,133 02	215 63
3	Athol & Orange,	1,922 65	890 88	—	1,544 90	2,896 00	7,254 43	720 90
4	Beverly & Danvers,	54 27	60 40	\$5 83	368 97	86 29	575 76	91 16
5	Blue Hill (Canton, etc.),	743 51	74 85	171 83	274 17	455 75	1,720 11	8 70
6	Boston & Chelsea,	—	—	—	—	—	—	—
7	Boston Elevated,	200,878 86	94,005 34	138,631 67	280,350 24	145,028 64	858,894 75	722,587 41
8	Boston, Milton & Brockton,	302 00	22 78	147 31	786 01	228 46	1,486 56	312 43
9	Boston & Revere Electric,	—	—	—	—	—	—	—
10	Bristol County,	—	—	—	—	—	—	—
11	Brockton,	16,835 98	5,572 47	4,662 32	28,977 65	10,967 32	67,015 74	13,783 35
12	Brockton, Bridgewater & Taunton,	662 73	72 48	424 68	1,378 68	573 75	3,112 32	921 24
13	Brockton & East Bridgewater,	200 80	16 27	93 35	323 34	209 81	843 57	102 45
14	Brockton & Plymouth,	12 00	45 28	—	90 29	452 19	599 76	—
15	Citizen's (Newburyport, etc.),	2,425 86	327 72	—	2,448 01	2,079 35	7,280 94	448 09
16	Clinton & Hudson,	410 56	270 50	—	175 96	35 00	892 02	327 99
17	Commonwealth Avenue (Newton),	7,798 92	792 11	373 60	620 45	586 33	10,171 41	1,340 39
18	Conway Electric,	439 75	343 65	—	6 00	—	789 40	701 41
19	Cottage City,	795 00	184 70	175 00	129 60	—	1,284 30	—
20	Dartmouth & Westport,	2,903 31	324 48	275 00	5,889 05	955 89	10,347 73	3,671 42
21	Dighton, Somerset & Swansea,	542 70	118 77	106 00	2,548 98	393 50	3,709 95	654 30
22	East Middlesex (Malden, etc.),	—	—	—	—	—	—	—
23	Easton,	—	—	—	—	—	—	—
24	East Taunton,	1,068 00	170 14	—	124 70	102 13	1,464 97	674 27
25	East Wareham, Onset Bay & Pt. Ind.,	—	89 97	—	—	315 44	405 41	83 00

26	Fitchburg & Leominster,	7,599 19	2,182 41	384 53	6,449 89	-	16,616 02	4,212 89
27	Fitchburg & Suburban,	915 19	861 69	-	1,549 78	69 77	3,326 61	790 02
28	Framingham, Southboro' & Marlboro',	3,303 00	1,096 69	-	257 02	1,226 37	5,883 08	145 02
29	Framingham Union,	259 00	11 75	80 00	40 90	45 00	436 65	983 01
30	Gardner Electric,							
31	Gardner, Westminster & Fitchburg,	1,622 00	958 54	853 25	2,151 06	505 86	6,090 71	1,931 03
32	Georgetown, Rowley & Ipswich,	837 74	137 39	-	484 18	168 91	1,328 22	189 86
33	Globe (Fall River),	10,558 96	2,219 54	3,439 84	18,153 57	6,346 46	40,718 37	5,705 82
34	Gloucester,	760 61	166 25	137 61	1,823 02	696 73	3,584 22	977 32
35	Gloucester, Essex & Beverly,	308 14	16 31	116 35	915 26	155 12	1,511 18	1,342 61
36	Gloucester & Rockport,	-	-	-	-	-	-	-
37	Greenfield & Turner's Falls,	1,902 03	163 34	-	1,527 33	463 50	4,056 20	2,170 34
38	Haverhill & Amesbury,	3,902 94	204 65	-	7,965 87	3,618 84	15,692 30	2,247 18
39	Haverhill, Georgetown & Danvers,	1,768 05	39 31	-	236 70	268 05	2,312 11	723 56
40	Haverhill & Southern New Hampshire,	-	-	-	-	-	-	-
41	Holyoke,	8,250 00	1,445 38	2,035 00	1,444 60	1,793 62	14,968 60	21,591 19
42	Hoosac Valley (North Adams, etc.),	3,482 40	1,213 04	225 00	3,439 45	-	8,359 89	9,138 99
43	Interstate Consolidated (of R. I.),	2,500 50	413 02	634 03	10,014 80	1,988 33	15,250 68	8,133 24
44	Lawrence & Methuen,	-	-	-	-	-	-	-
45	Lawrence & Reading,	337 27	201 09	-	-	262 05	800 41	1,106 22
46	Leominster & Clinton,	2,018 57	1,223 26	-	958 25	-	4,200 08	1,835 54
47	Lexington & Boston,	1,576 48	809 17	-	1,227 10	404 82	4,017 57	44 23
48	Linwood,	825 00	139 80	1,057 38	-	160 85	2,183 03	-
49	Lowell, Lawrence & Haverhill,	12,697 22	2,741 99	3,218 84	25,077 12	7,139 67	50,874 84	20,592 87
50	Lowell & Suburban,	14,440 45	2,290 81	435 12	22,489 35	6,969 56	46,225 29	18,712 81
51	Lynn & Boston,	50,535 52	13,298 37	5,256 68	46,620 73	19,928 54	135,639 84	75,258 56
52	Marlborough,	2,369 03	-	-	246 32	1,843 33	4,458 68	1,795 85
53	Marlborough & Westborough,	-	-	-	-	-	-	-
54	Martha's Vineyard,	50 00	44 87	55 00	-	-	149 87	-
55	Medfield & Medway,	-	165 18	-	-	-	165 18	139 13

Tabulated Statements from Reports of Street Railway Companies — Continued.

		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.						
RAILWAY COMPANIES.		29. — Salaries.	30. — Office Expenses and Supplies.	31. — Legal Expenses.	32. — Insurance.	33. — Other General Expenses.	34. — Total General Expenses.	35. — Repair of Roadbed and Track.
56	Milford, Attleborough & Woonsocket,	\$312 00	—	—	\$690 85	\$1,168 41	\$2,171 26	\$922 38
57	Milford, Holliston & Framingham,	3,361 40	\$384 35	\$1,056 97	972 00	1,931 62	7,706 34	14,081 00
58	Mt. Iom (Northampton),	—	—	—	—	—	—	—
59	Mystic Valley (Stoneham, etc.),	220 95	18 35	90 62	980 66	32 33	1,342 91	192 88
60	Natick & Cohituate,	4,733 96	854 93	228 50	397 81	—	6,215 20	2,166 73
61	Natick & Needham,	145 00	68 40	—	240 00	60 30	513 70	—
62	Needham & Boston,	—	4 75	5 83	235 16	76 39	322 13	49 75
63	New Bedford, Middleboro' & Brockton,	1,874 93	400 91	232 50	3,731 21	1,470 91	7,710 46	3,447 55
64	Newton,	7,051 43	790 48	75 00	744 95	1,892 48	10,554 34	3,355 36
65	Newton & Boston,	4,706 00	1,407 17	600 40	1,528 02	—	8,241 59	808 74
66	Newtonville & Watertown,	—	—	—	—	—	—	—
67	Norfolk Central (Dedham, etc.),	160 28	34 14	55 83	749 22	277 38	1,276 85	650 41
68	Norfolk Suburban (Hyde Park, etc.),	635 46	97 17	5 83	916 25	323 04	1,877 75	331 59
69	Norfolk Western (Dedham, etc.),	—	568 90	10 00	293 00	1,132 17	2,004 07	410 94
70	Northampton,	4,700 00	1,735 34	—	1,247 70	164 23	7,847 27	4,798 99
71	Northampton & Amherst,	815 46	219 79	—	442 19	499 78	1,977 22	760 73
72	North End (Worcester),	—	—	—	—	—	—	—
73	North Woburn,	526 34	40 96	9 08	2,782 61	378 06	3,737 05	1,464 80
74	Norton & Taunton,	2,355 00	178 20	552 61	519 75	65 20	3,670 76	2,147 00
75	Norwood, Canton & Sharon,	—	—	—	—	—	—	—
76	Palmer & Monson,	1,731 04	496 60	—	870 22	842 12	3,939 98	1,300 95
77	Pembroke,	—	—	—	—	—	—	—
78	Pittsfield Electric,	3,550 00	1,109 65	1,902 66	4,228 71	564 02	11,355 04	6,849 52
79	Plum Island Electric (Newbury, etc.),	63 00	47 45	—	610 91	342 07	1,063 43	545 31
80	Plymouth & Kingston,	2,483 32	492 01	295 32	774 72	445 12	4,490 49	3,155 20

81	Plymouth & Sandwich,	927 50	145 11	-	-	-	543 93	1,072 61	71 68
82	Providence & Taunton,	804 00	237 81	93 34	-	2,776 14	3,580 49	4,455 22	2,973 47
83	Quincy & Boston,	3,208 72	1,196 77	258 34	-	8,396 95	28 94	16,641 27	4,605 19
84	Reading & Lowell,	157 99	20 11	41 51	-	222 50	22 91	471 05	406 88
85	Rockport,	215 56	8 97	92 06	-	370 00	-	709 53	255 25
86	Salem & Wakefield,	225 27	27 49	8 36	-	364 75	22 68	648 55	192 04
87	Shelburne Falls & Colrain,	747 36	73 83	-	-	364 36	-	1,185 55	750 56
88	Somerville,	-	-	-	-	-	-	-	-
89	Southbridge & Charlton Depot,	-	-	-	-	-	-	-	-
90	Southbridge & Sturbridge,	480 00	271 15	-	-	1,695 29	-	2,446 44	1,044 52
91	South Middlesex (Natick, etc.),	3,048 57	662 74	10 00	-	1,893 85	960 27	6,575 43	7,022 00
92	South Shore & Boston (Hingham, etc.),	8,138 97	2,887 04	1,514 25	-	6,092 39	2,583 28	21,215 93	9,156 63
93	Springfield,	17,903 33	1,278 87	-	-	7,318 66	6,561 45	33,062 31	50,749 10
94	Stoughton & Randolph,	-	904 27	1,073 24	-	4,688 93	880 57	10,775 45	3,058 51
95	Taunton,	3,228 44	12 31	175 68	-	861 80	391 32	1,978 89	207 52
96	Taunton & Brockton,	537 78	729 05	332 45	-	13,140 50	2,738 39	22,822 02	3,202 34
97	Templeton,	5,881 63	138 49	11 98	-	2,661 83	600 23	4,303 01	1,851 45
98	Union (New Bedford, etc.),	890 48	-	-	-	-	-	-	-
99	Wakefield & Stoneham,	-	328 95	-	-	612 00	452 28	3,673 23	2,319 79
100	Waltham,	-	167 13	50 00	-	412 20	612 91	2,087 64	210 75
101	Warren, Brookfield & Spencer,	2,280 00	612 55	519 60	-	122 50	1,087 40	12,284 99	474 34
102	Webster & Dudley,	845 40	-	-	-	-	-	-	-
103	Wellesley & Boston,	9,942 94	-	-	-	-	-	-	-
104	Westborough & Worcester,	-	-	-	-	-	-	-	-
105	West End (Boston, etc.),	-	-	-	-	-	-	-	-
106	West Roxbury & Roslindale,	4,811 98	1,515 59	1,208 75	-	7,696 18	3,632 96	18,865 46	6,668 53
107	Winnisimmet (Chelsea),	-	18 88	109 13	-	349 62	24 10	621 08	13 74
108	Woburn & Reading,	119 35	-	-	-	3,060 00	25 00	3,840 00	5,254 86
109	Woonsocket (of Rhode Island),	780 00	43 66	-	-	294 67	-	363 33	2,090 50
110	Worcester & Blackstone Valley,	-	-	-	-	-	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.								
RAILWAY COMPANIES.		36. — Repair of Electric Line System.	37. — Removing Snow and Ice.	38. — Repair of Buildings.	39. — Total Repairs of Roadway and Buildings.	40. — Re- pair of Cars and Vehicles.	41. — Repair of Electric Car Equipment.	42. — Horses, Harnesses, etc.
1	Amesbury & Hampton,	-	\$30 69	-	\$97 02	-	-	-
2	Amherst & Sunderland,	\$6 11	69 70	-	291 44	\$166 22	\$138 77	-
3	Athol & Orange,	158 87	230 22	-	1,109 49	1,215 37	1,195 56	-
4	Beverly & Danvers,	3 83	30 68	-	125 67	34 13	-	-
5	Blue Hill (Canton, etc.),	3 40	52 56	\$1 22	65 88	506 51	1,326 00	-
6	Boston & Chelsea,	-	-	-	-	-	-	-
7	Boston Elevated,	169,372 64	72,460 15	57,581 64	1,022,001 84	350,217 85	219,993 99	\$8,897 47
8	Boston, Milton & Brockton,	34 60	10 98	10 61	368 62	231 40	126 96	-
9	Boston & Revere Electric,	-	-	-	-	-	-	-
10	Bristol County,	-	-	-	-	-	-	-
11	Brockton,	8,397 75	689 51	1,038 21	23,908 82	22,905 34	18,284 45	1,177 07
12	Brockton, Bridgewater & Taunton,	573 19	17 30	313 22	1,824 95	1,330 83	570 53	61 13
13	Brockton & East Bridgewater,	11 13	13 78	12 50	139 86	179 96	154 74	-
14	Brockton & Plymouth,	-	-	-	-	9 24	-	-
15	Citizen's (Newburyport, etc.),	322 29	1,034 97	110 44	1,915 79	2,291 78	1,400 00	-
16	Clinton & Hudson,	46 20	-	40 00	414 19	243 98	287 21	-
17	Commonwealth Avenue (Newton),	782 02	191 58	834 88	3,148 87	3,532 62	1,569 41	264 41
18	Conway Electric,	-	-	132 45	833 86	268 83	385 40	-
19	Cottage City,	-	-	-	-	-	-	-
20	Dartmouth & Westport,	2,299 42	57 22	-	6,028 06	2,395 41	2,439 18	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.						
	RAILWAY COMPANIES.	36. — Repair of Electric Line System.	37. — Removing Snow and Ice.	38. — Repair of Buildings.	39. — Total Repairs of Roadway and Buildings.	40. — Re- pair of Cars and Vehicles.	41. — Repair of Electric Car Equipment.	42. — Horses, Harnesses, etc.
21	Dighton, Somerset & Swansea, . . .	\$305 21	\$107 47	\$21 50	\$1,088 48	\$1,157 36	\$1,157 22	\$47 67
22	East Middlesex (Malden, etc.), . . .	—	—	—	—	—	—	—
23	Easton, . . .	—	—	—	760 13	436 20	283 98	—
24	East Taunton, . . .	34 07	51 79	—	83 00	15 25	—	244 73
25	East Wareham, Onset Bay & Pt. Ind., . . .	—	—	—	—	—	—	—
26	Fitchburg & Leominster, . . .	2,760 54	922 80	1,188 62	9,084 85	5,394 34	6,831 56	698 99
27	Fitchburg & Suburban, . . .	184 81	159 01	55 88	1,189 72	1,395 20	1,112 85	—
28	Framingham, Southboro' & Marlboro', . . .	—	—	—	—	—	—	—
29	Framingham Union, . . .	97 06	111 25	19 15	372 48	518 37	213 22	—
30	Gardner Electric, . . .	—	8 72	—	991 73	21 75	20 10	—
31	Gardner, Westminster & Fitchburg, . . .	73 96	509 18	43 05	2,557 22	731 65	58 99	—
32	Georgetown, Rowley & Ipswich, . . .	20 64	—	27 07	237 57	104 93	165 63	—
33	Globe (Fall River), . . .	7,227 74	433 60	776 68	14,143 84	12,168 67	9,987 40	1,361 80
34	Gloucester, . . .	809 80	662 55	286 98	2,736 65	1,299 90	1,464 30	173 88
35	Gloucester, Essex & Beverly, . . .	286 17	228 68	16 69	1,874 15	372 09	378 28	10 70
36	Gloucester & Rockport, . . .	—	—	—	—	—	—	—
37	Greenfield & Turner's Falls, . . .	545 21	246 96	75 54	3,038 05	1,801 32	878 97	—
38	Haverhill & Amesbury, . . .	524 31	1,049 18	803 81	4,624 48	3,564 68	3,061 60	—
39	Haverhill, Georgetown & Danvers, . . .	232 55	216 90	—	1,173 01	306 35	68 73	—
40	Haverhill & Southern New Hampshire, . . .	—	—	—	—	—	—	—
41	Holyoke, . . .	3,521 09	3,415 38	4,074 96	32,602 62	12,207 32	6,269 30	—
42	Hoosac Valley (North Adams, etc.), . . .	619 27	1,321 56	301 99	11,381 81	4,162 21	3,090 87	—
43	Interstate Consolidated (of R. I.), . . .	2,578 12	229 78	846 98	11,788 12	6,420 94	4,950 70	—
44	Lawrence & Methuen, . . .	—	—	—	—	—	—	—
45	Lawrence & Reading, . . .	—	—	—	1,106 22	55 84	18 92	—

46	Leominster & Clinton,	255 67	217 09	348 35	2,656 65	1,820 84	1,546 48	80 95
47	Lexington & Boston,	10 00	-	1 69	55 92	775 79	505 99	-
48	Linwood,	-	-	-	-	-	86 43	-
49	Lowell, Lawrence & Haverhill,	5,585 41	2,898 90	737 90	29,815 08	14,872 33	13,967 63	2,237 72
50	Lowell & Suburban,	4,216 55	3,022 10	1,895 26	27,846 72	10,804 05	13,605 90	2,486 54
51	Lynn & Boston,	25,900 47	7,382 85	7,652 13	116,194 01	70,402 28	44,778 22	9,207 23
52	Marlborough,	474 59	358 97	201 82	2,831 23	2,647 39	1,664 66	-
53	Marlborough & Westborough,	-	-	-	-	-	-	-
54	Martha's Vineyard,	-	-	-	-	9 73	-	-
55	Medfield & Medway,	14 77	-	-	153 90	218 50	-	-
56	Milford, Attleborough & Woonsocket,	-	-	-	-	-	-	-
57	Milford, Holliston & Frammingham,	1,425 31	402 90	161 38	922 38	914 70	86 75	-
58	Mt. Tom (Northampton),	-	-	-	16,070 59	5,144 76	4,644 83	-
59	Mystic Valley (Stoneham, etc.),	203 35	10 50	8 50	415 23	92 24	38 87	-
60	Natick & Cohinnate,	-	66 25	-	2,232 98	6,536 67	7,323 06	-
61	Natick & Needham,	6 19	-	-	6 19	-	-	-
62	Needham & Boston,	1 04	-	18	50 97	7 26	1 18	-
63	New Bedford, Middleboro' & Brockton,	657 67	220 63	42 22	4,368 07	1,243 42	1,148 45	8 36
64	Newton,	1,722 36	419 62	219 14	5,716 48	13,586 39	4,629 47	-
65	Newton & Boston,	406 36	330 62	222 95	1,768 67	3,690 99	1,632 71	47 95
66	Newtonville & Watertown,	-	-	-	-	-	-	-
67	Norfolk Central (Dedham, etc.),	15 48	90	56 12	722 91	140 00	219 19	-
68	Norfolk Suburban (Hyde Park, etc.),	35 05	-	100 39	467 03	257 88	377 29	-
69	Norfolk Western (Dedham, etc.),	49 43	173 80	35	634 52	1,488 17	-	-
70	Northampton,	829 35	1,032 08	495 97	7,156 39	4,419 36	3,509 39	-
71	Northampton & Amherst,	173 21	42 10	172 93	1,148 97	640 59	700 35	-
72	North End (Worcester),	-	-	-	-	-	-	-
73	North Woburn,	217 59	261 53	26 20	1,970 12	1,048 17	796 98	152 04
74	Norton & Taunton,	246 50	976 20	56 80	3,426 50	3,434 15	3,168 25	-
75	Norwood, Canton & Sharon,	-	-	-	-	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.						
		36. — Repair of Electric Line System.	37. — Removing Snow and Ice.	38. — Repair of Buildings.	39. — Total Repairs of Roadway and Buildings.	40. — Re- pair of Cars and Vehicles.	41. — Repair of Electric Car Equipment.	42. — Horses, Harnesses, etc.
76	Palmer & Monson,	\$125 59	\$123 76	\$14 92	\$1,565 22	\$1,179 74	\$592 47	—
77	Pembroke,	—	—	—	—	—	—	—
78	Pittsfield Electric,	3,550 88	871 30	1,868 66	13,140 36	4,568 58	4,873 52	\$87 41
79	Plum Island Electric (Newbury, etc.),	92 13	—	106 98	744 42	415 26	143 29	—
80	Plymouth & Kingston,	326 43	60 85	872 82	4,415 30	1,692 45	962 84	—
81	Plymouth & Sandwich,	11 75	37 70	—	121 13	—	124 69	—
82	Providence & Taunton,	430 38	65 17	93 21	3,562 23	2,890 74	1,304 45	10 74
83	Quincy & Boston,	1,594 36	318 68	771 04	7,289 27	5,184 47	5,766 96	784 95
84	Reading & Lowell,	132 98	3 85	—	543 71	75 65	97 35	—
85	Rockport,	117 36	35 96	—	408 57	294 04	67 87	—
86	Salem & Wakefield,	11 88	—	—	203 92	27 89	25 30	—
87	Shelburne Falls & Colrain,	24 05	161 58	2 05	938 24	189 55	281 24	—
88	Somerville,	—	—	—	—	—	—	—
89	Southbridge & Charlton Depot,	—	—	—	—	—	—	—
90	Southbridge & Sturbridge,	74 39	99 10	78 48	1,296 49	1,214 73	411 96	—
91	South Middlesex (Natick, etc.),	1,671 06	127 30	51 07	8,871 43	2,440 26	2,419 26	—
92	South Shore & Boston (Hingham, etc.),	6,124 49	1,272 06	800 81	17,353 99	13,563 62	11,367 47	395 51
93	Springfield,	11,116 12	3,529 56	1,593 83	66,988 61	49,042 33	23,133 55	—
94	Stoughton & Randolph,	—	—	—	—	—	—	—
95	Taunton,	1,021 58	140 67	399 64	4,620 40	3,090 00	2,183 58	121 16
96	Taunton & Brockton,	162 00	9 40	—	378 92	727 01	294 05	—
97	Templeton,	—	—	—	—	—	—	—
98	Union (New Bedford, etc.),	3,087 06	173 68	1,508 58	7,971 66	7,582 24	6,530 72	63 11
99	Wakefield & Stoneham,	1,173 19	1,188 48	116 00	4,329 12	1,344 53	1,442 25	141 36
100	Waltham,	—	—	—	—	—	—	—

101	Warren, Brookfield & Spencer, . . .	317 56	377 12	58 75	3,073 22	1,426 65	1,387 54	-
102	Webster & Dudley, . . .	105 52	164 99	9 88	491 14	250 23	949 38	-
103	Wellesley & Boston, . . .	1,084 81	190 17	13 61	1,762 93	2,310 40	1,110 59	-
104	Westborough & Worcester, . . .	-	-	-	-	-	-	-
105	West End (Boston, etc.), . . .	-	-	-	-	-	-	-
106	West Roxbury & Roslindale, . . .	2,095 53	518 60	242 14	9,524 80	6,178 84	4,169 22	257 82
107	Winnisimmet (Chelsea), . . .	-	-	-	-	-	-	-
108	Woburn & Reading, . . .	17 17	4 20	18	35 29	71 97	63 14	-
109	Woonsocket (of Rhode Island), . . .	576 34	-	55 42	5,886 62	3,802 82	3,023 56	47 04
110	Worcester & Blackstone Valley, . . .	76 90	173 83	1 03	2,342 26	1,066 03	713 13	-
111	Worcester & Clinton, . . .	442 85	275 18	829 36	4,480 72	2,696 97	2,516 49	-
112	Worcester Consolidated, . . .	9,877 65	1,617 68	6,614 92	60,886 94	32,023 04	25,983 94	1,783 15
113	Worcester & Marlborough, . . .	260 74	477 08	80 72	2,606 98	3,214 98	1,428 08	-
114	Worcester & Shrewsbury R.R., . . .	-	-	-	-	-	-	-
115	Worcester & Shrewsbury St. R'y., . . .	-	-	-	-	-	-	-
116	Worcester & Suburban, . . .	2,864 34	1,092 42	1,983 03	17,637 44	8,090 19	6,361 13	762 58
117	Worcester & Webster, . . .	118 09	697 53	166 11	2,989 45	2,441 79	2,925 84	-
118	Woronoco (Westfield), . . .	386 33	336 55	290 14	3,138 08	4,437 86	1,020 10	-
	Totals, . . .	\$293,349 36	\$116,525 94	\$99,637 73	\$1,649,338 86	\$745,404 36	\$507,991 86	\$31,612 97

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.								
RAILWAY COMPANIES.		43. — Total Maintenance of Equipment.	44. — Cost of Electric Power.	45. — Provender for Horses.	46. — Wages of Employees.	47. — Damages for Injuries.	48. — Tolls for Trackage Rights.	49. — Rents of Buildings, etc.
1	Amesbury & Hampton,	-	\$1,129 24	-	\$1,946 92	-	-	-
2	Amherst & Sunderland,	\$304 99	3,365 26	-	3,116 55	-	-	-
3	Athol & Orange,	2,410 93	4,334 06	-	6,597 64	-	-	-
4	Beverly & Danvers,	34 13	1,059 02	-	2,438 84	-	\$533 21	-
5	Blue Hill (Canton, etc.),	1,832 51	9,721 30	-	6,464 95	\$172 23	-	-
6	Boston & Chelsea,	-	-	-	-	-	-	-
7	Boston Elevated,	579,109 31	519,955 07	\$15,216 69	3,169,013 26	420,000 00	3,212 49	\$43,009 19
8	Boston, Milton & Brockton,	358 36	3,140 76	-	3,265 20	42 25	-	-
9	Boston & Revere Electric,	-	-	-	-	-	-	-
10	Bristol County,	-	-	-	-	-	-	-
11	Brockton,	42,366 86	59,640 13	-	134,576 17	-	2,628 76	1,704 60
12	Brockton, Bridgewater & Taunton,	1,962 49	5,028 03	-	7,009 11	353 50	105 81	85 55
13	Brockton & East Bridgewater,	334 70	1,204 85	-	1,581 75	35 00	447 67	27 75
14	Brockton & Plymouth,	9 24	2,404 85	-	1,106 63	16 80	-	-
15	Citizen's (Newburyport, etc.),	3,691 78	10,872 86	-	17,859 66	744 27	-	-
16	Clinton & Hudson,	531 19	2,472 68	-	3,829 40	63 15	-	-
17	Commonwealth Avenue (Newton),	5,366 44	12,814 71	190 76	17,671 87	336 20	-	918 85
18	Conway Electric,	654 23	2,146 13	-	2,502 28	-	-	131 76
19	Cottage City,	-	954 26	-	1,403 26	-	-	170 00
20	Dartmouth & Westport,	4,834 59	-	-	14,480 77	835 81	34,691 78	-
21	Dighton, Somerset & Swansea,	2,362 25	4,874 20	-	6,567 33	310 00	1,913 35	137 45
22	East Middlesex (Malden, etc.),	-	-	-	-	-	-	-
23	Easton,	-	-	-	-	-	-	-
24	East Taunton,	720 18	4,327 33	-	5,174 50	25 00	461 40	681 00
25	East Wareham, Onset Bay & Pt. Ind.,	259 98	-	1,246 61	2,390 50	-	-	50 02

26	Fitchburg & Leominster,	12,924 89	21,221 05	639 23	43,548 09	-	-	-	-
27	Fitchburg & Suburban,	2,508 05	8,167 46	-	7,482 47	34 00	-	-	-
28	Framingham, Southboro' & Marlboro',	-	-	-	-	-	-	-	-
29	Framingham Union,	731 59	4,781 90	-	8,154 86	879 74	-	-	-
30	Gardner Electric,	41 85	666 66	-	949 22	-	-	-	-
31	Gardner, Westminster & Fitchburg,	790 64	10,708 53	-	12,664 07	20 00	-	-	-
32	Georgetown, Rowley & Ipswich,	270 56	2,152 33	-	5,594 83	595 21	264 80	-	-
33	Globe (Fall River),	23,517 87	27,945 43	-	99,595 36	5,603 32	1,731 93	809 88	-
34	Gloucester,	2,937 58	5,209 37	-	8,324 60	1,772 11	438 62	3 51	-
35	Gloucester, Essex & Beverly,	761 07	2,689 12	-	3,941 72	65 00	50 65	176 99	-
36	Gloucester & Rockport,	-	-	-	-	-	-	-	-
37	Greenfield & Turner's Falls,	2,680 29	3,969 32	-	7,205 57	-	82 97	-	-
38	Haverhill & Amesbury,	6,626 28	20,801 12	-	24,795 47	75 81	149 36	-	-
39	Haverhill, Georgetown & Danvers,	375 08	6,666 58	-	5,883 82	16 50	459 52	-	-
40	Haverhill & Southern New Hampshire,	-	-	-	-	-	-	-	-
41	Holyoke,	18,476 62	22,161 79	-	72,512 62	7,519 12	-	-	-
42	Hoosac Valley (North Adams, etc.),	7,253 08	15,628 62	-	19,075 96	569 50	-	-	-
43	Interstate Consolidated (of R. I.),	11,371 64	33,909 18	-	36,725 65	65 00	-	678 75	-
44	Lawrence & Methuen,	-	-	-	-	-	-	-	-
45	Lawrence & Reading,	74 76	722 43	-	1,413 33	3 30	-	-	-
46	Leominster & Clinton,	3,448 27	4,744 24	-	11,363 73	1,455 34	-	-	-
47	Lexington & Boston,	1,281 78	6,297 32	84 85	10,851 96	240 46	-	-	-
48	Linwood,	86 43	1,297 26	-	2,962 59	-	864 84	-	-
49	Lowell, Lawrence & Haverhill,	31,077 68	54,409 61	-	116,946 34	12,221 10	1,105 43	4,402 46	-
50	Lowell & Suburban,	26,896 49	30,317 74	-	112,968 55	5,333 66	-	2,899 92	-
51	Lynn & Boston,	124,387 73	151,172 39	-	478,286 80	59,744 69	185 79	7,954 14	-
52	Marlborough,	4,312 05	7,343 54	-	13,797 77	99 75	-	-	-
53	Marlborough & Westborough,	-	-	-	-	-	-	-	-
54	Martha's Vineyard,	9 73	385 08	-	335 52	-	-	-	-
55	Medfield & Medway,	218 50	4,450 24	-	3,683 12	83 65	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.								
RAILWAY COMPANIES.		43. — Total Maintenance of Equipment.	44. — Cost of Electric Power.	45. — Provender for Horses.	46. — Wages of Employees.	47. — Damages for Injuries.	48. — Tolls for Trackage Rights.	49. — Rents of Buildings, etc.
56	Milford, Attleborough & Woonsocket,	\$1,001 45	\$6,385 45	—	\$11,597 65	\$35 00	—	—
57	Milford, Holliston & Framingham,	9,789 59	15,143 28	—	27,889 81	3,764 15	\$18 53	—
58	Mt. Tom (Northampton),	—	—	—	—	—	—	—
59	Mystic Valley (Stoneham, etc.),	131 11	1,586 34	—	2,207 74	—	—	—
60	Natick & Cohituate,	13,859 73	12,119 66	—	16,935 13	2,759 85	—	—
61	Natick & Needham,	—	805 82	—	1,010 90	—	—	—
62	Needham & Boston,	8 44	574 56	—	637 43	—	—	—
63	New Bedford, Middleboro' & Brockton,	2,400 23	14,094 08	—	13,392 45	58 50	3,647 06	\$132 92
64	Newton,	18,225 86	13,790 89	\$299 54	30,200 48	3,397 24	2,915 10	—
65	Newton & Boston,	5,371 65	7,030 30	240 10	29,925 60	6,688 95	9,557 79	—
66	Newtonville & Watertown,	—	—	—	—	—	—	—
67	Norfolk Central (Dedham, etc.),	359 19	1,139 89	—	1,477 44	730 64	—	—
68	Norfolk Suburban (Hyde Park, etc.),	635 17	2,510 59	—	4,290 77	809 46	—	62 50
69	Norfolk Western (Dedham, etc.),	1,488 17	5,299 13	66 59	7,244 00	1,315 02	—	—
70	Northampton,	7,928 75	13,540 47	323 33	30,422 93	405 93	—	—
71	Northampton & Amherst,	1,340 94	5,305 96	—	4,759 76	10 95	—	—
72	North End (Worcester),	—	—	—	—	—	—	—
73	North Woburn,	1,997 19	7,272 27	—	9,126 72	514 77	444 47	45 00
74	Norton & Taunton,	6,602 40	10,654 23	—	14,456 25	85 50	1,219 44	344 00
75	Norwood, Canton & Sharon,	—	—	—	—	—	—	—
76	Palmer & Monson,	1,772 21	8,066 26	—	11,513 76	47 35	—	—
77	Pembroke,	—	—	—	—	—	—	—
78	Pittsfield Electric,	9,529 51	9,318 09	383 36	19,377 79	97 95	—	—
79	Plum Island Electric (Newbury, etc.),	558 55	1,556 90	—	3,135 67	25 00	7 51	—
80	Plymouth & Kingston,	2,655 29	9,537 44	—	13,052 56	608 35	—	—

81	Plymouth & Sandwich,	124 69	1,796 51	-	2,102 82	-	366 00	-	1,080 49	-	60 00
82	Providence & Taunton,	4,205 93	6,587 94	-	7,293 22	-	9,954 22	-	484 14	-	630 75
83	Quincy & Boston,	11,736 38	15,224 37	-	40,022 76	-	220 00	-	-	-	218 42
84	Reading & Lowell,	173 00	1,262 45	-	1,215 34	-	225 25	-	207 93	-	-
85	Rockport,	361 91	2,565 00	-	2,266 50	-	-	-	-	-	-
86	Salem & Wakefield,	53 19	599 05	-	741 79	-	3 00	-	-	-	75 00
87	Shelburne Falls & Colrain,	470 79	1,578 06	-	3,958 16	-	-	-	-	-	-
88	Somerville,	-	-	-	-	-	-	-	-	-	-
89	Southbridge & Charlton Depot,	-	-	-	-	-	-	-	-	-	-
90	Southbridge & Sturbridge,	1,626 69	5,978 61	-	9,816 66	-	-	-	-	-	-
91	South Middlesex (Natick, etc.),	4,859 52	7,525 26	-	15,640 07	-	1,595 85	-	-	-	155 40
92	South Shore & Boston (Hingham, etc.),	25,326 60	52,356 92	-	64,127 91	-	10,440 60	-	6,333 56	-	-
93	Springfield,	74,175 88	65,698 06	-	231,989 54	-	7,931 47	-	-	-	-
94	Stoughton & Randolph,	-	-	-	-	-	-	-	-	-	-
95	Taunton,	5,394 74	-	-	23,695 97	-	831 52	-	-	-	536 00
96	Taunton & Brockton,	1,021 06	2,967 55	-	2,899 26	-	-	-	418 36	-	30 00
97	Templeton,	-	-	-	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	14,176 07	21,642 29	690 76	70,344 18	-	7,719 43	-	-	-	-
99	Wakefield & Stoneham,	2,928 14	5,493 49	-	10,585 43	-	2,820 77	-	248 51	-	147 33
100	Waltham,	-	-	-	-	-	-	-	-	-	-
101	Warren, Brookfield & Spencer,	2,814 19	11,479 03	-	14,958 22	-	329 68	-	-	-	-
102	Webster & Dudley,	1,199 61	4,390 90	-	6,161 61	-	193 37	-	-	-	-
103	Wellesley & Boston,	3,420 99	8,940 02	99 96	12,763 55	-	2,162 51	-	2,071 67	-	172 00
104	Westborough & Worcester,	-	-	-	-	-	-	-	-	-	-
105	West End (Boston, etc.),	-	-	-	-	-	-	-	-	-	-
106	West Roxbury & Roslindale,	10,605 88	36,071 71	-	62,195 87	-	1,479 14	-	-	-	1,117 78
107	Winnisimmet (Chelsea),	-	-	-	-	-	-	-	-	-	-
108	Woburn & Reading,	135 11	528 23	-	793 96	-	10 00	-	125 30	-	-
109	Woonsocket (of Rhode Island),	6,873 42	9,769 79	275 22	23,382 09	-	2,484 90	-	-	-	510 00
110	Worcester & Blackstone Valley,	1,779 16	5,956 41	-	5,496 86	-	70 00	-	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.						
		43. — Total Maintenance of Equipment.	44. — Cost of Electric Power.	45. — Provender for Horses.	46. — Wages of Employees.	47. — Damages for Injuries.	48. — Tolls for Trackage Rights.	49. — Rents of Buildings, etc.
111	Worcester & Clinton,	\$5,213 46	\$8,797 42	-	\$12,613 93	\$98 95	-	-
112	Worcester Consolidated,	59,790 13	96,016 82	-	168,919 72	1,017 85	\$947 67	\$60,300 00
113	Worcester & Marlborough,	4,643 06	10,382 54	-	12,829 06	10 00	447 02	-
114	Worcester & Shrewsbury R.R.,	-	-	-	-	-	-	-
115	Worcester & Shrewsbury St. Ry.,	-	-	-	-	-	-	-
116	Worcester & Suburban,	15,213 90	23,604 03	-	35,489 66	1,158 61	-	290 31
117	Worcester & Webster,	5,367 63	13,647 15	-	9,592 98	15 00	4,218 84	-
118	Woronoco (Westfield),	5,457 96	8,378 71	\$43 01	16,167 74	681 30	-	53 50
Totals,		\$1,285,009 19	\$1,672,252 98	\$19,800 01	\$5,638,779 91	\$592,505 50	\$83,721 77	\$128,722 73

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.								
RAILWAY COMPANIES.		50. — Other Transportation Expenses.	51. — Total Transportation Expenses.	52. — Total Operating Expenses.	53. — Per Cent to Earnings from Operation.	54. — Interest on Funded Debt.	55. — Interest and Discount on Loans.	56. — Taxes.
1	Amesbury & Hampton,	-	\$3,076 16	\$3,640 36	90.33	\$2,500 00	-	-
2	Amherst & Sunderland,	\$201 69	6,683 50	8,412 95	78.71	1,110 00	-	\$297 31
3	Athol & Orange,	222 74	11,154 44	21,929 29	65.72	3,000 00	\$135 45	1,168 99
4	Beverly & Danvers,	307 52	4,338 59	5,074 15	66.08	2,400 00	-	132 63
5	Blue Hill (Canton, etc.),	1,267 69	17,626 17	21,244 67	146.15	-	569 17	692 50
6	Boston & Chelsea,	-	-	-	-	-	-	-
7	Boston Elevated,	197,697 64	4,368,104 34	6,828,110 24	67.33	498,569 89	-	825,993 04
8	Boston, Milton & Brockton,	247 28	6,695 49	8,909 03	76.74	1,666 66	833 00	357 70
9	Boston & Revere Electric,	-	-	-	-	-	-	-
10	Bristol County,	-	-	-	-	-	-	-
11	Brockton,	11,530 19	210,079 85	343,371 27	55.89	55,301 81	17,279 21	29,088 22
12	Brockton, Bridgewater & Taunton,	564 75	13,146 75	20,046 51	77.15	3,333 34	1,947 41	1,379 02
13	Brockton & East Bridgewater,	207 19	3,504 21	4,822 34	68.18	500 00	267 11	283 83
14	Brockton & Plymouth,	660 27	4,188 55	4,797 55	72.30	-	-	1,272 15
15	Citizen's (Newburyport, etc.),	431 76	29,908 55	42,797 06	55.69	-	7,232 00	3,452 79
16	Clinton & Hudson,	-	6,365 23	8,202 63	63.47	-	900 04	7 12
17	Commonwealth Avenue (Newton),	3,512 31	35,444 70	54,131 42	68.07	3,750 00	296 67	4,757 13
18	Conway Electric,	10 00	4,790 17	7,067 66	72.99	-	2,383 51	395 67
19	Cottage City,	121 43	2,648 95	3,933 25	84.86	1,500 00	145 86	20 00
20	Dartmouth & Westport,	876 12	50,884 48	72,094 86	68.90	4,500 00	-	5,141 72

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900—Continued.										
RAILWAY COMPANIES.		50.—Other Transportation Expenses.	51.—Total Transportation Expenses.	52.—Total Operating Expenses.	53.—Per Cent to Earnings from Operation.	54.—Interest on Funded Debt.	55.—Interest and Discount on Loans.	56.—Taxes.		
21	Dighton, Somerset & Swansea, . . .	\$535 32	\$14,337 65	\$21,498 33	78.75	\$3,541 65	\$1,493 74	\$1,642 05		
22	East Middlesex (Malden, etc.), . . .	—	—	—	—	—	—	—		
23	Easton, . . .	—	—	—	—	—	—	—		
24	East Taunton, . . .	1,278 66	11,947 89	14,893 17	68.65	1,125 00	—	1,544 59		
25	East Wareham, Onset Bay & Pt. Ind., . . .	—	3,687 13	4,435 52	97.98	—	15 06	85 36		
26	Fitchburg & Leominster, . . .	5,192 96	70,601 33	109,227 09	65.23	7,500 00	9,938 41	8,577 34		
27	Fitchburg & Suburban, . . .	2,568 26	18,252 19	25,276 57	99.51	—	1,300 59	701 97		
28	Framingham, Southboro' & Marlboro', . . .	15,303 53	15,303 53	15,373 30	62.60	3,000 00	1,125 22	—		
29	Framingham Union, . . .	206 03	14,022 53	21,009 68	58.70	2,500 00	3,258 43	1,283 17		
30	Gardner Electric, . . .	50 60	1,666 48	3,136 71	92.42	—	491 31	—		
31	Gardner, Westminster & Fitchburg, . . .	2,431 84	25,824 44	35,263 01	75.47	3,750 00	538 57	2,118 32		
32	Georgetown, Kowley & Ipswich, . . .	251 82	8,858 99	10,695 34	45.26	2,050 00	412 63	2,020 72		
33	Globe (Fall River), . . .	5,877 82	141,563 74	219,943 82	54.94	73,958 35	3,358 10	15,076 79		
34	Gloucester, . . .	832 30	16,580 51	25,838 96	91.54	1,989 26	1,935 62	1,931 46		
35	Gloucester, Essex & Beverly, . . .	337 91	7,261 39	11,407 79	79.21	1,864 94	90 26	826 43		
36	Gloucester & Rockport, . . .	—	—	—	—	—	—	—		
37	Greenfield & Turner's Falls, . . .	929 47	12,187 33	21,961 87	54.93	4,700 00	1,347 58	1,943 40		
38	Haverhill & Amesbury, . . .	501 43	46,323 19	73,266 25	51.33	26,500 00	3,982 16	2,613 02		
39	Haverhill, Georgetown & Danvers, . . .	135 73	13,162 15	17,022 35	64.70	1,750 00	278 35	1,347 92		
40	Haverhill & Southern New Hampshire, . . .	—	—	—	—	—	—	—		
41	Holyoke, . . .	2,060 23	104,253 76	170,301 60	66.75	12,500 00	9,331 94	17,618 29		
42	Hoosac Valley (North Adams, etc.), . . .	1,835 09	37,109 17	64,103 95	68.28	5,000 00	1,650 09	3,646 93		
43	Interstate Consolidated (of R. I.), . . .	2,558 12	73,936 70	112,347 14	64.11	6,000 00	6,510 00	9,691 40		
44	Lawrence & Methuen, . . .	—	—	—	—	—	—	—		
45	Lawrence & Reading, . . .	578 16	2,717 22	4,698 61	63.66	—	1,699 86	—		

46	Leominster & Clinton,	727 76	18,291 07	28,596 07	55.35	10,100 00	1,158 31	3,444 16
47	Lexington & Boston,	207 25	17,681 84	23,037 11	38.56	2,511 99	12,500 00	886 50
48	Linwood,	244 00	5,368 69	7,638 15	96.03	-	-	352 76
49	Lowell, Lawrence & Haverhill,	12,537 71	201,622 65	313,330 25	57.46	72,018 16	32 19	27,882 81
50	Lowell & Suburban,	7,744 27	159,264 14	260,232 64	56.02	50,000 00	7,131 01	31,404 23
51	Lynn & Boston,	31,432 31	728,776 12	1,104,997 70	56.84	327,955 81	39,523 44	96,306 26
52	Marlborough,	5,368 55	26,609 61	38,211 57	70.71	3,780 00	2,671 58	2,894 86
53	Marlborough & Westborough,	-	-	-	-	-	-	-
54	Martha's Vineyard,	-	720 60	880 20	58.13	-	225 00	88 02
55	Medfield & Medway,	78 70	8,295 71	8,833 29	65.31	833 33	-	-
56	Milford, Attleborough & Woonsocket,	-	18,018 10	22,113 19	52.49	4,652 78	-	3,214 56
57	Milford, Holliston & Framingham,	616 00	47,431 77	80,998 29	66.55	8,250 00	2,349 76	6,851 05
58	Mt. Tom (Northampton),	-	-	-	-	-	-	-
59	Mystic Valley (Storham, etc.),	107 51	3,901 59	5,790 84	73.22	750 00	-	325 16
60	Natick & Cohituate,	-	31,814 64	54,122 55	78.65	-	3,449 00	2,069 89
61	Natick & Needham,	-	1,816 72	2,336 61	91.66	-	1,068 75	425 25
62	Needham & Boston,	-	1,211 99	1,593 53	158.21	-	80 81	22 16
63	New Bedford, Middleboro' & Brockton,	1,047 98	22,372 99	46,851 75	93.39	7,090 96	538 37	3,314 34
64	Newton,	643 70	51,246 95	85,743 63	71.25	6,750 00	7,257 77	5,420 67
65	Newton & Boston,	1,174 45	54,617 19	69,999 10	86.77	6,250 00	4,692 62	3,708 59
66	Newtonville & Watertown,	-	-	-	-	-	3,085 32	611 75
67	Norfolk Central (Dedham, etc.),	97 58	3,445 55	5,804 50	107.19	458 33	639 67	240 92
68	Norfolk Suburban (Hyde Park, etc.),	300 14	7,973 46	10,953 41	71.57	573 00	-	726 16
69	Norfolk Western (Dedham, etc.),	161 78	14,086 52	18,213 28	76.52	5,000 00	2,484 22	797 05
70	Northampton,	-	44,692 66	67,625 07	63.06	1,250 00	2,827 39	9,445 21
71	Northampton & Amherst,	1,265 20	11,341 87	15,809 00	77.33	-	2,180 00	-
72	North End (Worcester),	-	-	-	-	3,750 00	-	2,219 71
73	North Woburn,	840 45	18,243 68	25,948 04	51.72	-	6,816 08	-
74	Norton & Taunton,	562 20	27,321 62	41,021 28	83.62	13,166 67	143 42	2,722 20
75	Norwood, Canton & Sharon,	-	-	-	-	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.									
RAILWAY COMPANIES.		50. — Other Transportation Expenses.	51. — Total Transportation Expenses.	52. — Total Operating Expenses.	53. — Per Cent to Earnings from Operation.	54. — Interest on Funded Debt.	55. — Interest and Discount on Loans.	56. — Taxes.	
76	Palmer & Monson,	\$424 90	\$20,052 27	\$27,329 68	76.16	—	\$2,840 98	\$1,187 31	
77	Pembroke,	—	—	—	—	—	—	—	
78	Pittsfield Electric,	1,448 30	30,625 49	64,650 40	81.17	\$2,700 00	677 03	3,857 65	
79	Plum Island Electric (Newbury, etc.),	37 33	4,762 41	7,128 81	50.84	—	1,855 66	411 71	
80	Plymouth & Kingston,	60 18	23,278 53	34,839 61	76.73	1,750 00	2,907 50	2,809 68	
81	Plymouth & Sandwich,	—	3,899 33	5,217 76	89.33	—	—	43 81	
82	Providence & Taunton,	445 99	15,833 64	28,057 02	54.11	6,250 00	3,821 09	2,618 06	
83	Quincy & Boston,	3,811 14	70,127 38	105,794 30	76.03	1,662 50	10,049 77	11,318 25	
84	Reading & Lowell,	59 20	2,756 99	3,944 75	128.75	—	904 28	226 80	
85	Rockport,	110 50	5,593 60	7,073 61	82.85	—	223 79	579 66	
86	Salem & Wakefield,	67 64	1,411 48	2,317 14	187.28	—	185 52	146 04	
87	Shelburne Falls & Colrain,	466 08	6,077 30	8,671 88	66.70	3,000 00	433 48	245 13	
88	Somerville,	—	—	—	—	—	—	—	
89	Southbridge & Charlton Depot,	—	—	—	—	—	—	—	
90	Southbridge & Sturbridge,	—	15,795 27	21,164 89	71.57	3,000 00	491 25	1,207 85	
91	South Middlesex (Natick, etc.),	423 00	25,184 18	45,490 56	71.74	5,000 00	3,279 87	3,619 11	
92	South Shore & Boston (Hingham, etc.),	2,827 80	136,242 19	200,138 71	82.10	31,100 00	3,940 45	10,835 24	
93	Springfield,	—	305,619 07	479,845 87	69.94	21,750 00	5,195 44	49,298 72	
94	Stoughton & Randolph,	—	—	—	—	—	—	—	
95	Taunton,	1,333 07	26,396 56	47,187 15	45.59	28,750 00	7,129 18	4,410 95	
96	Taunton & Brockton,	385 72	6,700 89	10,079 76	54.16	1,666 67	82 46	791 20	
97	Templeton,	—	—	—	—	—	—	—	
98	Union (New Bedford, etc.),	5,535 55	105,932 21	150,901 96	60.40	17,500 00	5,135 14	14,856 58	
99	Wakefield & Stoneham,	1,118 81	20,413 94	31,974 21	107.68	3,625 00	2,650 81	1,442 85	
100	Waltham,	—	—	—	—	—	—	—	

101	Warren, Brookfield & Spencer, . . .	299 73	27,066 66	36,627 30	59.49	6,250 00	4,312 96	2,756 97
102	Webster & Dudley, . . .	295 91	11,041 79	14,820 18	94.17	-	801 44	931 33
103	Wellesley & Boston, . . .	222 07	26,431 78	43,900 69	74.30	-	75 23	3,232 72
104	Westborough & Worcester, . . .	-	-	-	-	-	-	-
105	West End (Boston, etc.), . . .	-	-	-	-	-	-	-
106	West Roxbury & Roslindale, . . .	3,705 02	104,569 52	143,565 66	63.35	13,143 67	13,497 71	12,038 32
107	Winnisimmet (Chelsea), . . .	-	-	-	-	-	-	-
108	Woburn & Reading, . . .	96 43	1,553 92	2,345 40	82.70	-	352 93	149 37
109	Woonsocket (of Rhode Island), . . .	3,735 31	40,157 31	56,757 35	69.74	9,437 51	9,045 83	2,865 83
110	Worcester & Blackstone Valley, . . .	-	11,523 27	16,008 02	85.52	-	-	878 33
111	Worcester & Clinton, . . .	-	21,510 30	36,035 84	76.39	5,750 00	2,585 36	2,953 98
112	Worcester Consolidated, . . .	6,624 86	333,826 92	522,022 62	73.52	31,916 67	21,135 23	37,356 36
113	Worcester & Marlborough, . . .	3,568 26	27,236 88	41,261 56	59.31	10,000 00	175 35	4,506 36
114	Worcester & Shrewsbury R.R., . . .	-	-	-	-	1,100 00	-	-
115	Worcester & Shrewsbury St. Ry., . . .	-	-	-	-	-	-	-
116	Worcester & Suburban, . . .	305 31	60,847 92	104,519 33	61.91	10,000 00	14,375 56	14,852 08
117	Worcester & Webster, . . .	2,260 43	29,734 40	42,075 46	81.57	3,759 38	-	1,146 50
118	Woronoco (Westfield), . . .	256 28	25,580 54	37,171 67	68.19	2,750 00	169 98	1,040 80
	Totals, . . .	\$366,406 22	\$8,502,189 12	\$13,159,946 50	65.80	\$1,482,863 33	\$299,933 34	\$1,347,118 80

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900—Continued.						
		57.—Rentals of Leased Rail- ways.	58.—Pay- ments to Sinking Funds, etc.	59.—Other Charges on In- come.	60.— Total Charges on In- come.	61.— Dividends Paid.	62.— Per- centage of Divi- dend Paid.	63.— Gross Expenditures.
1	Amesbury & Hampton,	-	-	-	\$2,500 00	-	-	\$6,140 36
2	Amherst & Sunderland,	-	-	\$202 32	1,609 63	\$440 00	2	10,462 58
3	Athol & Orange,	-	-	-	4,304 44	4,800 00	8	31,033 73
4	Beverly & Danvers,	-	-	-	2,532 63	-	-	7,606 78
5	Blue Hill (Canton, etc.),	-	-	-	1,261 67	-	-	22,506 34
6	Boston & Chelsea,	-	-	-	-	7,260 00	6	7,260 00
7	Boston Elevated,	\$1,157,130 00	\$240,000 00	211,146 67	2,932,839 60	337,500 00	4.5 ¹	10,098,449 84
8	Boston, Milton & Brockton,	-	1,500 00	-	4,357 86	-	-	13,266 39
9	Boston & Revere Electric,	-	-	-	-	2,500 00	5	2,500 00
10	Bristol County,	-	-	-	-	-	-	-
11	Brockton,	-	-	24,537 00	126,206 24	42,125 00	4.25 ²	511,702 51
12	Brockton, Bridgewater & Taunton,	-	-	-	6,659 77	-	-	26,706 28
13	Brockton & East Bridgewater,	-	-	1,000 00	2,050 94	-	-	6,873 28
14	Brockton & Plymouth,	-	-	-	1,272 15	-	-	6,069 70
15	Citizen's (Newburyport, etc.),	-	-	33 75	10,718 54	-	-	53,515 60
16	Clinton & Hudson,	-	-	-	907 16	-	-	9,109 79
17	Commonwealth Avenue (Newton),	-	-	250 46	9,054 26	15,612 00	6 ³	78,797 68
18	Conway Electric,	-	-	-	2,779 18	-	-	9,846 84
19	Cottage City,	-	-	-	1,665 86	-	-	5,599 11
20	Dartmouth & Westport,	-	1,200 00	1,877 56	12,719 28	12,000 00	8	96,814 14
21	Dighton, Somerset & Swansea,	-	-	1,601 48	8,278 92	-	-	29,777 25
22	East Middlesex (Malden, etc.),	-	-	-	-	23,816 00	8	23,816 00
23	Easton,	-	-	-	-	-	-	-
24	East Taunton,	-	-	-	2,669 59	2,400 00	3 ⁴	19,962 76
25	East Wareham, Onset Bay & Pt. Ind.,	-	-	-	100 42	-	-	4,535 94

26	Fitchburg & Leominster,	-	22,677 94	48,693 69	20,000 00	8 ^s	177,920 78
27	Fitchburg & Suburban,	-	1,767 89	3,770 45	-	-	29,047 02
28	Framingham, Southboro', & Marlboro',	-	-	4,125 22	-	-	19,498 52
29	Framingham Union,	-	155 85	7,197 45	-	-	28,207 13
30	Gardner Electric,	-	-	491 31	-	-	3,628 02
31	Gardner, Westminster & Fitchburg,	-	1,800 48	8,207 37	-	-	43,470 38
32	Georgetown, Rowley & Ipswich,	-	-	4,483 35	-	-	15,178 69
33	Globe (Fall River),	-	26,212 56	118,603 80	54,250 00	7 ^e	392,799 62
34	Gloucester,	750 00	24 14	6,630 48	-	-	32,469 44
35	Gloucester, Essex & Beverly,	-	-	2,781 63	-	-	14,189 42
36	Gloucester & Rockport,	-	-	-	1,800 00	6	1,800 00
37	Greenfield & Turner's Falls,	-	-	7,990 98	4,155 00	4 ⁷	34,107 85
38	Haverhill & Amesbury,	-	2,125 25	35,220 43	-	-	108,486 68
39	Haverhill, Georgetown & Danvers,	-	-	3,376 27	3,600 00	6	23,998 62
40	Haverhill & Southern New Hampshire,	-	-	-	-	-	-
41	Holyoke,	6,000 00	3,570 44	49,020 67	40,000 00	8	259,322 27
42	Hoosac Valley (North Adams, etc.),	-	5,818 12	16,115 14	6,000 00	6	86,219 09
43	Interstate Consolidated (of R. I.),	-	-	22,201 40	22,800 00	6	157,348 54
44	Lawrence & Methuen,	-	-	-	-	-	-
45	Lawrence & Reading,	-	-	1,699 86	-	-	6,398 47
46	Leominster & Clinton,	-	2,254 13	18,956 60	2,500 00	1 ^s	47,552 67
47	Lexington & Boston,	-	-	15,898 49	-	-	41,435 60
48	Linwood,	-	-	352 76	-	-	7,990 91
49	Lowell, Lawrence & Haverhill,	-	19,772 25	129,705 41	105,000 00	7 ^a	548,095 66
50	Lowell & Suburban,	-	11,860 79	120,396 03	77,000 00	7 ¹⁰	457,628 67

¹ Two and one-quarter per cent on \$5,000,000 and two and one-quarter per cent on \$10,000,000 of capital stock.

² One and three-quarters per cent on \$700,000 and two and one-half per cent on \$1,195,000 of capital stock.

³ One and one-half per cent on \$50,000 and one and one-half per cent on \$110,000 of capital stock.

⁴ Four per cent on \$700,000 and three per cent on \$875,000 of capital stock.

⁵ On \$250,000 of capital stock.

⁶ Three and one-half per cent on \$1,000,000 and three and one-half per cent on \$1,200,000 of capital stock.

⁷ On \$260,200 of capital stock.

⁸ On \$250,000 of capital stock.

⁹ One per cent on \$15,500 and four per cent on \$100,000 of capital stock.

¹⁰ On \$1,500,000 of capital stock.

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Continued.

RAILWAY COMPANIES.		57.— Rentals of Leased Rail- ways.	58.— Pay- ments to Sinking Funds, etc.	59.— Other Charges on In- come.	60.— Total Charges on In- come.	61.— Dividends Paid.	62.— Per- centage of Divi- dend Paid.	63.— Gross Expenditures.
51	Lynn & Boston,	\$122,540 21	-	\$67,696 94	\$654,022 66	\$68,130 00	3	\$1,827,150 36
52	Marlborough,	-	-	-	9,346 44	-	-	47,558 01
53	Marlborough & Westborough,	-	-	-	-	-	-	-
54	Martha's Vineyard,	-	-	-	313 02	-	-	1,193 22
55	Medfield & Medway,	-	-	-	833 33	-	-	9,666 62
56	Milford, Attleborough & Woonsocket,	-	-	1,606 61	9,473 95	-	-	31,587 14
57	Milford, Holliston & Framingham,	-	-	3,392 54	20,843 35	17,640 00	8 ¹	119,481 64
58	Mt. Tom (Northampton),	-	-	-	-	6,000 00	6	6,000 00
59	Mystic Valley (Stoneham, etc.),	-	-	-	1,075 16	-	-	6,866 00
60	Natick & Cohituate,	-	-	-	5,518 89	8,000 00	8	67,641 44
61	Natick & Needham,	-	-	-	1,494 00	-	-	3,830 61
62	Needham & Boston,	-	-	-	102 97	-	-	1,696 50
63	New Bedford, Middleboro' & Brockton,	-	-	138 66	11,082 33	-	-	57,934 08
64	Newton,	-	-	-	19,428 44	16,800 00	8 ²	121,972 07
65	Newton & Boston,	-	-	-	14,651 21	-	-	84,650 31
66	Newtonville & Watertown,	-	-	798 18	4,495 25	3,000 00	6	7,495 25
67	Norfolk Central (Dedham, etc.),	-	-	322 08	1,661 00	-	-	7,465 50
68	Norfolk Suburban (Hyde Park, etc.),	-	-	2,500 00	3,799 16	-	-	14,752 57
69	Norfolk Western (Dedham, etc.),	-	-	-	8,281 27	-	-	26,494 55
70	Northampton,	-	-	-	13,522 60	24,000 00	8	105,147 67
71	Northampton & Amherst,	-	-	-	2,180 00	-	-	17,989 00
72	North End (Worcester),	-	-	60 00	3,810 00	4,125 00	3.75	7,935 00
73	North Woburn,	-	-	-	9,035 79	-	-	34,983 83
74	Norton & Taunton,	-	-	-	16,032 29	-	-	57,053 57
75	Norwood, Canton & Sharon,	-	-	-	-	-	-	-

76	Palmer & Monson,	-	4,420 02	8,448 31	-	35,777 99
77	Pembroke,	-	-	7,397 33	-	76,847 73
78	Pittsfield Electric,	-	162 65	3,884 96	6	11,013 77
79	Plain Island Electric (Newbury, etc.),	-	1,617 59	7,467 18	-	42,306 79
80	Plymouth & Kingston,	-	-	-	-	-
81	Plymouth & Sandwich,	-	-	43 81	-	5,261 57
82	Providence & Taunton,	-	10,000 00	22,689 15	-	50,746 17
83	Quincy & Boston,	-	-	23,030 52	6.5 ³	166,745 82
84	Reading & Lowell,	-	-	1,131 08	-	5,075 83
85	Rockport,	-	-	803 45	-	7,877 06
86	Salem & Wakefield,	-	383 08	714 64	-	3,031 78
87	Shelburne Falls & Colrain,	-	-	3,678 61	-	12,350 49
88	Somerville,	-	-	-	6	9,180 00
89	Southbridge & Charlton Depot,	-	-	-	-	-
90	Southbridge & Sturbridge,	-	4,069 70	8,768 80	4	32,333 69
91	South Middlesex (Natick, etc.),	\$2,037 50	-	13,936 48	8	67,427 04
92	South Shore & Boston (Hingham, etc.),	-	-	45,875 69	-	246,014 40
93	Springfield,	-	-	76,244 16	8	672,762 03
94	Stoughton & Randolph,	-	-	-	-	-
95	Taunton,	10,000 00	6,067 53	56,357 66	-	103,544 81
96	Taunton & Brockton,	-	4,000 00	6,540 33	2	18,620 09
97	Templeton,	-	-	-	-	-
98	Union (New Bedford, etc.),	-	767 36	38,259 08	8 ⁴	225,161 04
99	Wakefield & Stoneham,	-	-	7,718 66	-	39,692 87
100	Waltham,	-	-	-	-	-
101	Warren, Brookfield & Spencer,	-	2,448 07	15,768 00	2.5	56,145 30
102	Webster & Dudley,	-	-	1,732 77	-	16,552 95
103	Wellesley & Boston,	-	-	3,327 95	8	56,428 64
104	Westborough & Worcester,	-	-	-	-	-
105	West End (Boston, etc.),	-	6,535 51	6,535 51	7 and 8 ⁵	1,154,485 51

¹ Six per cent on \$210,000 and two per cent on \$252,000 of capital stock.² On \$210,000 of capital stock.³ On \$583,400 of capital stock.⁴ On \$450,000 of capital stock. ⁵ Eight per cent on preferred stock, \$512,000, and seven per cent on common stock, \$635,900; total, \$1,147,950.

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1900 — Concluded.								
RAILWAY COMPANIES.		57. — Rentals of Leased Rail- ways.	58. — Pay- ments to Sinking Funds, etc.	59. — Other Charges on In- come.	60. — Total Charges on In- come.	61. — Dividends Paid.	62. — Per- centage of Divi- dend Paid.	63. — Gross Expenditures.
106	West Roxbury & Roslindale,	-	-	\$1,074 71	\$39,754 41	\$22,125 00	6 1	\$205,445 07
107	Winnisimmet (Chelsea),	-	-	-	-	3,000 00	6	3,000 00
108	Woburn & Reading,	-	-	-	502 30	-	-	2,847 70
109	Woonsocket (of Rhode Island),	-	-	-	21,349 17	-	-	78,106 52
110	Worcester & Blackstone Valley,	-	-	-	878 33	2,400 00	4	19,286 35
111	Worcester & Clinton,	-	-	-	11,289 34	3,750 00	2 5	51,075 18
112	Worcester Consolidated,	\$12,750 00	-	5,459 40	108,617 66	56,000 00	8	686,640 28
113	Worcester & Marlborough,	-	-	-	14,681 71	5,972 50	2 5	61,915 77
114	Worcester & Shrewsbury R.R.,	-	-	-	1,100 00	-	-	1,100 00
115	Worcester & Shrewsbury St. Ry.,	-	-	-	-	1,000 00	5	1,000 00
116	Worcester & Suburban,	-	-	10,581 24	49,808 88	-	-	154,328 21
117	Worcester & Webster,	-	-	4,905 88	4,905 88	-	-	46,981 34
118	Woronoco (Westfield),	-	-	1,578 23	5,539 01	4,500 00	3	47,210 68
Totals,		\$1,299,170 21	\$286,737 50	\$474,369 18	\$5,190,192 36	\$2,409,873 50	4 92	\$20,760,012 36

¹ Three per cent on \$200,000 and three per cent on \$537,500.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR.						
		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total Income above Operating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible Income.	69. — Dividends Declared.	70. — Surplus for the Year.
1	Amesbury & Hampton,	\$389 54	\$1,125 00	\$1,514 54	\$2,500 00	\$985 46 <i>d</i>	—	—
2	Amherst & Sunderland,	2,275 35	—	2,275 35	1,609 63	665 72	\$440 00	\$225 72
3	Athol & Orange,	11,436 66	—	11,436 66	4,304 44	7,132 22	4,800 00	2,332 22
4	Beverly & Danvers,	2,604 60	—	2,604 60	2,532 63	71 97	—	71 97
5	Blue Hill (Canton, etc.),	6,708 74 <i>d</i>	—	6,708 74 <i>d</i>	1,261 67	7,970 41 <i>d</i>	—	—
6	Boston & Chelsea,	—	7,260 00	7,260 00	—	7,260 00	7,260 00	—
7	Boston Elevated,	3,313,099 44	95,784 81	3,408,884 25	2,932,839 60	476,044 65	337,500 00	138,544 65
8	Boston, Milton & Brockton,	2,701 04	—	2,701 04	4,357 36	1,656 32 <i>d</i>	—	—
9	Boston & Revere Electric,	—	2,500 00	2,500 00	—	2,500 00	2,500 00	—
10	Bristol County,	—	—	—	—	—	—	—
11	Brockton,	271,002 85	4,330 99	275,333 84	126,206 24	149,127 60	42,125 00	107,002 60
12	Brockton, Bridgewater & Taunton,	5,936 31	—	5,936 31	6,659 77	723 46 <i>d</i>	—	—
13	Brockton & East Bridgewater,	2,250 31	—	2,250 31	2,050 94	199 37	—	199 37
14	Brockton & Plymouth,	1,837 90	—	1,837 90	1,272 15	565 75	—	565 75
15	Citizen's (Newburyport, etc.),	34,051 35	—	34,051 35	10,718 54	23,332 81	—	23,332 81
16	Clinton & Hudson,	4,721 02	—	4,721 02	907 16	3,813 86	—	3,813 86
17	Commonwealth Avenue (Newton),	25,386 41	—	25,386 41	9,054 26	16,332 15	15,612 00	720 15
18	Conway Electric,	2,615 55	—	2,615 55	2,779 18	163 63 <i>d</i>	—	—
19	Cottage City,	701 80	—	701 80	1,665 86	964 06 <i>d</i>	—	—
20	Dartmouth & Westport,	32,541 79	—	32,541 79	12,719 28	19,822 51	12,000 00	7,822 51

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

		CONDENSED EXHIBIT FOR THE YEAR — Continued.						
RAILWAY COMPANIES.		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.	69. — Divi- dends Declared.	70. — Surplus for the Year.
21	Dighton, Somerset & Swansea, . . .	\$5,802 49	—	\$5,802 49	\$8,278 92	\$2,476 43 <i>d</i>	—	\$184 00
22	East Middlesex (Malden, etc.), . . .	—	\$24,000 00	24,000 00	—	24,000 00	\$23,816 00	—
23	Easton, . . .	—	—	—	—	—	—	—
24	East Taunton, . . .	6,801 92	—	6,801 92	2,669 59	4,132 33	2,400 00	1,732 33
25	East Wareham, Onset Bay & Pt. Ind., . . .	91 30	—	91 30	100 42	9 12 <i>d</i>	—	—
26	Fitchburg & Leominster, . . .	58,224 55	11,193 17	69,417 72	48,693 69	20,724 03	20,000 00	724 03
27	Fitchburg & Suburban, . . .	124 23	—	124 23	3,770 45	3,646 22 <i>d</i>	—	—
28	Framingham, Southboro' & Marlboro', . . .	9,185 80	—	9,185 80	4,125 22	5,060 58	—	5,060 58
29	Framingham Union, . . .	14,784 25	—	14,784 25	7,137 45	7,586 80	—	7,586 80
30	Gardner Electric, . . .	257 39	—	257 39	491 31	253 92 <i>d</i>	—	—
31	Gardner, Westminster & Fitchburg, . . .	11,460 25	—	11,460 25	8,207 37	3,252 88	—	3,252 88
32	Georgetown, Rowley & Ipswich, . . .	12,936 42	—	12,936 42	4,483 35	8,453 07	—	8,453 07
33	Globe (Fall River), . . .	179,018 57	1,376 12	180,394 69	118,605 80	61,788 89	54,250 00	7,538 89
34	Gloucester, . . .	2,387 98	—	2,387 98	6,630 48	4,242 50 <i>d</i>	—	—
35	Gloucester, Essex & Beverly, . . .	2,993 34	—	2,993 34	2,781 63	211 71	—	211 71
36	Gloucester & Rockport, . . .	—	1,800 00	1,800 00	—	1,800 00	1,800 00	—
37	Greenfield & Turner's Falls, . . .	18,022 19	—	18,022 19	7,990 98	10,031 21	4,155 00	5,876 21
38	Haverhill & Amesbury, . . .	42,393 24	—	42,393 24	35,220 43	7,172 81	—	7,172 81
39	Haverhill, Georgetown & Danvers, . . .	9,287 66	—	9,287 66	3,376 27	5,911 39	3,600 00	2,311 39
40	Haverhill & Southern New Hampshire, . . .	—	—	—	—	—	—	—
41	Holyoke, . . .	84,845 57	7,340 00	92,185 57	49,020 67	43,164 90	40,000 00	3,164 90
42	Hoosac Valley (North Adams, etc.), . . .	29,781 88	4,625 43	34,407 31	16,115 14	18,292 17	6,000 00	12,292 17
43	Interstate Consolidated (of R. I.), . . .	62,884 64	800 10	63,684 74	22,201 40	41,483 34	22,800 00	18,683 34
44	Lawrence & Methuen, . . .	—	—	—	—	—	—	—
45	Lawrence & Reading, . . .	2,682 34	—	2,682 34	1,699 86	982 48	—	982 48

46	Leominster & Clinton,	23,070 83	-	23,070 83	18,956 60	4,114 23	-	4,114 23
47	Lexington & Boston,	36,703 17	-	36,703 17	15,898 49	20,804 68	2,500 00	18,304 68
48	Linwood,	315 90	-	315 90	352 76	36 86 <i>d</i>	-	-
49	Lowell, Lawrence & Haverhill,	231,988 70	9,964 72	241,953 41	129,705 41	112,248 01	105,000 00	7,248 01
50	Lowell & Suburban,	204,324 42	8,373 54	212,697 96	120,396 03	92,301 93	77,000 00	15,301 93
51	Lynn & Boston,	838,982 52	1,434 40	840,416 92	654,022 66	186,394 26	68,130 00	118,264 26
52	Marlborough,	15,829 84	-	15,829 84	9,346 44	6,483 40	-	6,483 40
53	Marlborough & Westborough,	633 88	-	633 88	313 02	320 86	-	320 86
54	Martha's Vineyard,	4,690 86	-	4,690 86	833 33	3,857 53	-	3,857 53
55	Medfield & Medway,	-	-	-	-	-	-	-
56	Milford, Attleborough & Woonsocket,	20,018 11	-	20,018 11	9,473 95	10,544 16	-	10,544 16
57	Milford, Holliston & Framingham,	40,710 30	-	40,710 30	20,843 35	19,866 95	17,640 00	2,226 95
58	Mt. Tom (Northampton),	-	6,028 83	6,028 83	-	6,028 83	6,000 00	28 83
59	Mystic Valley (Stoneham, etc.),	2,118 10	-	2,118 10	1,075 16	1,042 94	-	1,042 94
60	Natick & Cohituate,	14,689 23	-	14,689 23	5,518 89	9,170 34	8,000 00	1,170 34
61	Natick & Needham,	212 74	-	212 74	1,494 00	1,281 26 <i>d</i>	-	-
62	Needham & Boston,	586 28 <i>d</i>	-	586 28 <i>d</i>	102 97	689 25 <i>d</i>	-	-
63	New Bedford, Middleboro' & Brockton,	3,316 99	-	3,316 99	11,082 33	7,765 34 <i>d</i>	-	-
64	Newton,	34,594 42	-	34,594 42	19,428 44	15,165 98	16,800 00	-
65	Newton & Boston,	10,668 44	-	10,668 44	14,651 21	3,982 77 <i>d</i>	-	-
66	Newtonville & Watertown,	-	8,832 35	8,832 35	4,495 25	4,337 10	3,000 00	1,337 10
67	Norfolk Central (Dedham, etc.),	389 55 <i>d</i>	-	389 55 <i>d</i>	1,661 00	2,050 55 <i>d</i>	-	-
68	Norfolk Suburban (Hyde Park, etc.),	4,351 72	-	4,351 72	3,799 16	552 56	-	552 56
69	Norfolk Western (Dedham, etc.),	5,589 12	-	5,589 12	8,281 27	2,692 15 <i>d</i>	-	-
70	Northampton,	39,618 37	-	39,618 37	13,522 60	26,095 77	24,000 00	2,095 77
71	Northampton & Amherst,	4,635 53	-	4,635 53	2,180 00	2,455 53	-	2,455 53
72	North End (Worcester),	-	8,000 00	8,000 00	3,810 00	4,190 00	4,125 00	65 00
73	North Woburn,	24,224 19	-	24,224 19	9,035 79	15,188 40	-	15,188 40
74	Norton & Taunton,	8,038 14	-	8,038 14	16,032 29	7,994 15 <i>d</i>	-	-
75	Norwood, Canton & Sharon,	-	-	-	-	-	-	-

a Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	CONDENSED EXHIBIT FOR THE YEAR — Continued.				
		64. — Net Earnings from Operation.	65. — All other Income.	66. — Total In- come above Oper- ating Expenses.	67. — Interest, Taxes, and other Charges.	68. — Net Divisible In- come.
						69. — Divi- dends Declared.
						70. — Surplus for the Year.
76	Palmer & Monson,	\$8,553 01	\$3,891 43	\$12,444 44	\$8,448 31	\$3,996 13
77	Penbroke,	—	—	—	—	—
78	Pittsfield Electric,	15,302 09	300 52	15,302 61	7,397 33	—
79	Plum Island Electric (Newbury, etc.),	6,892 44	—	6,892 44	3,884 96	\$4,800 00
80	Plymouth & Kingston,	10,567 52	—	10,567 52	7,467 18	—
81	Plymouth & Sandwich,	623 24	—	623 24	43 81	—
82	Providence & Taunton,	23,798 08	—	23,798 08	22,689 15	—
83	Quincy & Boston,	33,352 11	—	33,352 11	23,030 52	37,921 00
84	Reading & Lowell,	880 93 <i>d</i>	—	880 93 <i>d</i>	1,131 08	—
85	Rockport,	1,464 63	—	1,464 63	803 45	—
86	Salem & Wakefield,	1,079 85 <i>d</i>	—	1,079 85 <i>d</i>	714 64	—
87	Shelburne Falls & Colrain,	4,274 02	—	4,274 02	3,678 61	595 41
88	Somerville,	—	9,180 00	9,180 00	—	—
89	Southbridge & Charlton Depot,	—	—	—	—	—
90	Southbridge & Sturbridge,	8,408 42	1,490 16	9,898 58	8,768 80	2,400 00
91	South Middlesex (Natick, etc.),	17,923 00	37 50	17,960 50	13,936 48	8,000 00
92	South Shore & Boston (Hingham, etc.),	43,624 63	—	43,624 63	45,875 69	—
93	Springfield,	206,203 96	—	206,203 96	76,244 16	116,672 00
94	Stoughton & Randolph,	—	—	—	—	—
95	Taunton,	56,314 05	4,043 40	60,357 46	56,357 66	3,999 80
96	Taunton & Brockton,	8,531 31	—	8,531 31	6,540 33	2,000 00
97	Templeton,	—	—	—	—	—
98	Union (New Bedford, etc.),	98,738 22	—	98,738 22	38,259 08	36,000 00
99	Wakefield & Stoneham,	2,279 46 <i>d</i>	—	2,279 46 <i>d</i>	7,718 66	—
100	Waltham,	—	—	—	—	—

101	Warren, Brookfield & Spencer,	24,940 44	-	24,940 44	15,768 00	9,172 44	3,750 00	5,422 44
102	Webster & Dudley,	918 24	-	918 24	1,732 77	814 53 <i>d</i>	-	-
103	Wellesley & Boston,	15,184 17	-	15,184 17	3,327 95	11,856 22	9,200 00	2,656 22
104	Westborough & Worcester,	-	-	-	-	-	-	-
105	West End (Boston, etc.),	-	-	-	-	-	-	-
				1,155,450 00	6,535 51	1,148,914 49	1,147,950 00	964 49
106	West Roxbury & Roslindale,	83,043 32	813 31	83,856 63	39,754 41	44,102 22	22,125 00	21,977 22
107	Winnisimmet (Chelsea),	-	3,000 00	3,000 00	-	3,000 00	3,000 00	-
108	Woburn & Reading,	490 64	-	490 64	502 30	11 66 <i>d</i>	-	-
109	Woonsocket (of Rhode Island),	24,624 98	-	24,624 98	21,349 17	3,275 81	-	3,275 81
110	Worcester & Blackstone Valley,	2,709 63	-	2,709 63	878 33	1,831 30	2,400 00	-
111	Worcester & Clinton,	11,139 27	-	11,139 27	11,289 34	150 07 <i>d</i>	3,750 00	-
112	Worcester Consolidated,	188,000 12	-	188,000 12	108,617 66	79,382 46	56,000 00	23,382 46
113	Worcester & Marlborough,	28,302 95	-	28,302 95	14,681 71	13,621 24	5,972 50	7,648 74
114	Worcester & Shrewsbury R.R.,	-	3,762 52	3,762 52	1,100 00	2,662 52	-	2,662 52
115	Worcester & Shrewsbury St. Ry.,	-	1,000 00	1,000 00	-	1,000 00	1,000 00	-
116	Worcester & Suburban,	64,306 62	-	64,306 62	49,808 88	14,497 74	-	14,497 74
117	Worcester & Webster,	9,305 39	-	9,505 39	4,905 88	4,599 51	-	4,599 51
118	Woronoco (Westfield),	17,338 68	262 18	17,600 86	5,539 01	12,061 85	4,500 00	7,561 85
	Totals,	\$6,839,693 83	\$1,388,000 48	\$8,227,694 31	\$5,190,192 36	\$3,037,501 95	\$2,409,873 50	\$733,031 60

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

		CONDENSED EXHIBIT FOR THE YEAR — Continued.						
RAILWAY COMPANIES.		71. — Deficit for the Year.	72. — Surplus plus Sept. 30, 1899.	73. — Deficit Sept. 30, 1899.	74. — Credits during Year.	75. — Debits during Year.	76. — Surplus plus Sept. 30, 1900.	77. — Deficit Sept. 30, 1900.
1	Amesbury & Hampton,	\$985 46	\$2,020 41	—	—	—	\$1,034 95	—
2	Amherst & Sunderland,	—	—	\$2,738 14	—	—	—	\$2,512 42
3	Athol & Orange,	—	18,917 55	—	—	—	21,249 77	—
4	Beverly & Danvers,	—	—	6,579 36	—	—	—	6,507 39
5	Blue Hill (Canton, etc.),	7,970 41	—	—	—	—	—	7,970 41
6	Boston & Chelsea,	—	—	—	—	—	—	—
7	Boston Elevated,	—	265,175 35	—	—	\$1,750 00	401,970 00	—
8	Boston, Milton & Brockton,	—	1,959 65	—	—	303 83	—	—
9	Boston & Revere Electric,	1,656 32	—	—	—	—	—	—
10	Bristol County,	—	—	11,363 18	—	—	—	11,363 18
11	Brockton,	—	52,252 77	—	\$107,018 62	14,902 15	251,371 84	—
12	Brockton, Bridgewater & Taunton,	723 46	9,450 84	—	—	8,727 38	—	—
13	Brockton & East Bridgewater,	—	1,629 82	—	—	1,829 19	—	—
14	Brockton & Plymouth,	—	—	—	—	—	565 75	—
15	Citizen's (Newburyport, etc.),	—	12,778 67	—	—	—	36,111 48	—
16	Clinton & Hudson,	—	—	—	15,000 00	—	18,813 86	—
17	Commonwealth Avenue (Newton),	—	3,452 97	—	—	—	4,173 12	—
18	Conway Electric,	163 63	—	9,509 66	—	—	—	—
19	Cottage City,	964 06	1,481 39	—	—	73 47	443 86	9,673 29
20	Dartmouth & Westport,	—	19,923 60	—	—	7,746 11	20,000 00	—
21	Dighton, Somerset & Swansea,	2,476 43	—	5,755 19	9,523 36	1,291 74	—	—
22	East Middlesex (Malden, etc.),	—	—	11,922 82	28 75	—	—	11,710 07
23	Easton,	—	—	—	—	—	—	—
24	East Taunton,	—	—	—	—	—	—	—
25	East Wareham, Onset Bay & Pt. Ind.,	9 12	2,446 29	636 10	—	2,005 45	4,178 62	2,650 67

26	Fitchburg & Leominster, . . .	-	18,250 88	-	40,432 00	35,670 07	23,776 84	-
27	Fitchburg & Suburban, . . .	3,646 22	2,928 46	-	-	3,152 12	8,012 27	3,869 88
28	Framingham, Southboro' & Marlboro', . . .	-	2,951 69	-	-	-	16,974 35	-
29	Framingham Union, . . .	-	10,013 31	-	-	639 56	-	-
30	Gardner Electric, . . .	233 92	-	2,215 69	2,464 61	15 00	-	-
31	Gardner, Westminster & Fitchburg, . . .	-	-	317 76	11,000 00	10,682 24	3,252 88	-
32	Georgetown, Rowley & Ipswich, . . .	-	-	-	-	-	8,453 07	-
33	Globe (Fall River), . . .	-	43,138 49	-	3,064 73	10,048 36	43,693 75	-
34	Gloucester, . . .	4,242 50	9,807 25	-	19,507 25	25,065 12	-	-
35	Gloucester, Essex & Beverly, . . .	-	5,787 12	-	443 81	6,442 64	-	-
36	Gloucester & Rockport, . . .	-	-	-	-	-	-	-
37	Greenfield & Turner's Falls, . . .	-	9,402 60	-	1,297 25	-	16,576 06	-
38	Haverhill & Amesbury, . . .	-	14,089 03	-	583 10	11,217 17	10,627 77	-
39	Haverhill, Georgetown & Danvers, . . .	-	8,171 05	-	-	4,245 18	6,237 26	-
40	Haverhill & Southern New Hampshire, . . .	-	-	-	-	-	-	-
41	Holyoke, . . .	-	68,364 00	-	2,050 00	-	73,578 90	-
42	Hoosac Valley (North Adams, etc.), . . .	-	23,620 33	-	-	10,500 00	25,412 50	-
43	Interstate Consolidated (of R. I.), . . .	-	21,022 66	-	-	4,475 00	35,231 00	-
44	Lawrence & Methuen, . . .	-	-	-	-	-	-	-
45	Lawrence & Reading, . . .	-	-	-	-	-	982 48	-
46	Leominster & Clinton, . . .	-	-	3,628 95	2,000 00	2,557 55	-	72 27
47	Lexington & Boston, . . .	-	-	-	-	-	18,304 68	36 86
48	Linwood, . . .	36 86	-	-	-	-	-	-
49	Lowell, Lawrence & Haverhill, . . .	-	107,077 36	-	24,000 00	4,350 93	133,974 44	-
50	Lowell & Suburban, . . .	-	43,640 83	-	30,000 00	718 40	88,224 36	-
51	Lynn & Boston, . . .	-	101,299 18	-	23,578 26	55,870 94	187,270 76	-
52	Marlborough, . . .	-	205 72	-	-	5,166 26	1,522 86	-
53	Marlborough & Westborough, . . .	-	-	-	-	-	-	-
54	Martha's Vineyard, . . .	-	609 17	-	239 67	-	1,169 70	-
55	Medfield & Medway, . . .	-	-	-	-	-	3,857 53	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR — Continued.						
		71. — Deficit for the Year.	72. — Sur- plus Sept. 30, 1899.	73. — Defi- cit Sept. 30, 1899.	74. — Credits during Year.	75. — Debits during Year.	76. — Sur- plus Sept. 30, 1900.	77. — Defi- cit Sept. 30, 1900.
56	Milford, Attleborough & Woonsocket,	-	\$22,941 53	-	\$6,300 00	\$1,798 29	\$10,544 16	-
57	Milford, Holliston & Framingham,	-	576 68	-	-	-	29,670 19	-
58	Mt. Tom (Northampton),	-	5,868 94	-	159 74	7,071 62	605 51	-
59	Mystic Valley (Stoneham, etc.),	-	11,226 01	-	700 00	-	13,096 35	-
60	Natick & Cohituate,	-	-	-	-	-	-	-
61	Natick & Needham,	\$1,281 26	-	-	-	-	-	\$1,281 26
62	Needham & Boston,	689 25	151 08	-	538 17	-	-	-
63	New Bedford, Middleboro' & Brockton,	7,765 34	117 45	-	33,894 58	26,246 69	19,523 83	-
64	Newton,	1,634 02	21,157 85	-	-	-	-	-
65	Newton & Boston,	3,982 77	-	\$635 72	-	-	-	-
66	Newtonville & Watertown,	-	-	1,443 32	-	-	-	106 22
67	Norfolk Central (Dedham, etc.),	2,050 55	-	5,414 81	7,465 36	-	-	-
68	Norfolk Suburban (Hyde Park, etc.),	-	14,768 31	-	-	15,320 87	-	-
69	Norfolk Western (Dedham, etc.),	2,692 15	105 53	-	-	-	-	2,586 62
70	Northampton,	-	29,545 13	-	-	300 00	31,340 90	-
71	Northampton & Amherst,	-	-	-	10,627 46	10,627 46	2,455 53	-
72	North End (Worcester),	-	-	19,284 42	-	-	-	19,219 42
73	North Woburn,	-	-	5,647 73	168 31	8,000 00	1,708 98	-
74	Norton & Taunton,	7,994 15	-	14,831 55	96,430 32	75,150 73	-	1,546 11
75	Norwood, Canton & Sharon,	-	-	-	-	-	-	-
76	Palmer & Monson,	-	-	5,622 34	1,914 00	-	287 79	-
77	Pembroke,	-	-	-	-	-	-	-
78	Pittsfield Electric,	-	13,461 30	-	-	3,000 00	13,566 58	-
79	Plum Island Electric (Newbury, etc.),	-	5,205 05	-	-	-	8,212 53	-
80	Plymouth & Kingston,	-	-	3,481 56	-	-	-	381 22

81	Plymouth & Sandwich,	-	481 61	-	-	1,061 04	-
82	Providence & Taunton,	-	28,480 79	-	29,589 72	-	-
83	Quincy & Boston,	27,599 41	58,577 76	-	77,140 33	-	-
84	Reading & Lowell,	2,012 01	-	13,849 14	46,161 98	-	-
85	Rockport,	-	12,297 42	-	15,861 15	-	-
					236 72	-	-
86	Salem & Wakefield,	1,794 49	-	1,788 97	3,583 46	991 26	-
87	Shelburne Falls & Colrain,	-	395 85	-	-	-	-
88	Somerville,	-	-	-	-	-	-
89	Southbridge & Charlton Depot,	-	-	-	-	-	-
90	Southbridge & Sturbridge,	1,270 22	4,027 04	-	293 61	2,463 21	-
91	South Middlesex (Natick, etc.),	3,975 98	14,383 15	-	39 61	10,367 56	-
92	South Shore & Boston (Hingham, etc.),	2,251 06	-	5,858 94	17,639 75	13,120 24	-
93	Springfield,	-	267,221 40	-	-	280,509 20	-
94	Stoughton & Randolph,	-	-	-	-	-	-
95	Taunton,	-	-	21,837 07	48,183 47	30,346 20	-
96	Taunton & Brockton,	9 02	3,610 57	-	3,601 55	-	-
97	Templeton,	-	-	-	-	-	-
98	Union (New Bedford, etc.),	-	50,000 00	-	93,652 47	52,236 73	-
99	Wakefield & Stoneham,	9,998 12	-	3,624 29	25,981 12	-	-
100	Waltham,	-	-	-	-	-	-
101	Warren, Brookfield & Spencer,	-	10,905 42	-	5,272 29	11,055 57	682 29
102	Webster & Dudley,	814 53	132 24	-	-	-	-
103	Wellesley & Boston,	-	7,167 56	-	2,500 00	7,323 78	-
104	Westborough & Worcester,	-	-	-	-	-	-
105	West End (Boston, etc.),	-	73,390 60	-	98,912 10	173,267 19	-
106	West Roxbury & Roslindale,	-	9,417 00	-	17,032 75	35,689 13	-
107	Winnisimmet (Chelsea),	-	123 35	-	-	123 35	-
108	Woburn & Reading,	11 66	-	6,666 87	-	-	-
109	Woonsocket (of Rhode Island),	-	-	63,394 24	6,678 53	-	-
110	Worcester & Blackstone Valley,	568 70	936 72	-	122 19	245 83	60,118 43

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		CONDENSED EXHIBIT FOR THE YEAR—Concluded.							
		71. — Deficit for the Year.	72. — Sur- plus Sept. 30, 1899.	73. — Def- cit Sept. 30, 1899.	74. — Credits during Year.	75. — Debits during Year.	76. — Sur- plus Sept. 30, 1900.	77. — Def- cit Sept. 30, 1900.	
111	Worcester & Clinton, .	\$3,900 07	\$6,782 16	—	—	\$2,882 09	—		
112	Worcester Consolidated, .	—	116,336 72	—	\$15,305 82	116,325 06	—		
113	Worcester & Marlborough, .	—	13,951 65	—	—	21,600 39	—		
114	Worcester & Shrewsbury R.R., .	—	86,047 42	—	—	88,709 94	—		
115	Worcester & Shrewsbury St. Ry., .	—	22 05	—	—	22 05	—		
116	Worcester & Suburban, .	—	3,316 23	—	562 50	18,376 47	—		
117	Worcester & Webster, .	—	—	—	—	4,599 51	—		
118	Woronoco (Westfield), .	—	—	\$4,250 98	2,000 00	5,310 87	—		
Totals,		\$105,403 15	\$1,775,031 13	\$232,298 80	\$859,140 12	\$701,721 67	\$146,906 50		

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		DESCRIPTION OF RAILWAY (LENGTH IN MILES).						
		78. — Main Track Owned.	79. — Sid- ings, Switches, etc., Owned.	80. — Total Track Owned.	81. — Main Track Operated.	82. — By Horse Power.	83. — By Electric Power.	84. — By Horse and Electric Power.
1	Amesbury & Hampton,	4.330	.280	4.610	4.330	-	4.330	-
2	Amherst & Sunderland,	4.353	.125	4.478	4.353	-	4.353	-
3	Athol & Orange, . . .	6.880	.440	7.320	6.880	-	6.880	-
4	Beverly & Danvers, . .	3.095	.074	3.169	4.363	-	4.363	-
5	Blue Hill (Canton, etc.),	10.666	.629	11.295	9.454	-	9.454	-
6	Boston & Chelsea, . . .	4.116	.038	4.154	-	-	-	-
7	Boston Elevated, . . .	1.621	-	1.621	322.838	2.741	320.097	-
8	Boston, Milton & Brockton,*	10.028	.336	10.364	10.028	-	10.028	-
9	Boston & Revere Electric, .	3.734	.111	3.845	-	-	-	-
10	Bristol County,	-	-	-	-	-	-	-
11	Brockton,	155.570	12.508	168.078	162.704	-	162.704	-
12	Brockton, Bridgewater & Taunton,*	20.463	.707	21.170	20.667	-	20.667	-
13	Brockton & East Bridgewater,*	4.195	.130	4.325	9.286	-	9.286	-
14	Brockton & Plymouth, . .	6.494	.477	6.971	13.850	-	13.850	-
15	Citizen's (Newburyport, etc.),	17.710	.804	18.514	18.279	-	18.279	-
16	Clinton & Hudson, . . .	7.966	.330	8.296	7.966	-	7.966	-
17	Commonwealth Avenue (Newton),	12.376	.847	13.223	12.926	-	12.926	-
18	Conway Electric,	5.910	.440	6.350	5.910	-	5.910	-
19	Cottage City,	5.390	.500	5.890	5.390	-	5.390	-
20	Dartmouth & Westport, . .	9.307	.535	9.842	18.916	-	18.916	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

		RAILWAY COMPANIES.	DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Continued.						
			78. — Main Track Owned.	79. — Sid- ings, Switches, etc., Owned.	80. — Total Track Owned.	81. — Main Track Operated.	82. — By Horse Power.	83. — By Electric Power.	84. — By Horse and Electric Power.
21		Dighton, Somerset & Swansea,*	11.655	.836	12.491	17.215	—	17.215	—
22		East Middlesex (Malden, etc.),	16.500	1.810	18.310	—	—	—	—
23		Easton,	—	—	—	—	—	—	—
24		East Taunton,	10.175	.176	10.351	10.530	—	10.530	—
25		East Wareham, Onset Bay & Pt. Ind.,	2.014	1.006	3.020	2.014	2.014	—	—
26		Fitchburg & Leominster,	23.543	1.772	25.315	23.543	—	23.543	—
27		Fitchburg & Suburban,	6.396	.442	6.838	6.396	—	6.396	—
28		Framingham, Southboro' & Marlboro',	7.463	.141	7.604	—	—	—	—
29		Framingham Union,	6.358	.478	6.836	6.501	—	6.501	—
30		Gardner Electric,	4.340	.114	4.454	4.340	—	4.340	—
31		Gardner, Westminster & Fitchburg, .	15.680	.420	16.100	15.680	—	15.680	—
32		Georgetown, Rowley & Ipswich, . .	17.923	.260	18.183	18.528	—	18.528	—
33		Globe (Fall River),	41.262	2.232	43.494	46.822	—	46.822	—
34		Gloucester,*	37.273	.950	38.223	38.975	—	38.975	—
35		Gloucester, Essex & Beverly,* . . .	21.797	.465	22.262	22.008	—	22.008	—
36		Gloucester & Rockport,	1.491	.083	1.574	—	—	—	—
37		Greenfield & Turner's Falls,	14.644	.431	15.075	14.644	—	14.644	—
38		Haverhill & Amesbury,	25.746	2.308	28.054	26.554	—	26.554	—
39		Haverhill, Georgetown & Danvers, .	5.871	.102	5.973	6.358	—	6.358	—
40		Haverhill & Southern New Hampshire,	6.000	—	6.000	—	—	—	—
41		Holyoke,	34.196	2.889	37.085	35.096	—	35.096	—
42		Hoosac Valley (North Adams, etc.), .	13.028	.277	13.305	13.028	—	13.028	—
43		Interstate Consolidated (of R. I.), . .	22.591	3.554	26.145	22.591	—	22.591	—
44		Lawrence & Methuen,	—	—	—	—	—	—	—
45		Lawrence & Reading,	10.584	.326	10.910	10.584	—	10.584	—

46	Leominster & Clinton, .	11.483	.642	12.125	11.483	11.483
47	Lexington & Boston, .	22.596	1.730	24.326	22.596	22.596
48	Linwood, .	—	—	—	1.609	1.609
49	Lowell, Lawrence & Haverhill, .	64.569	1.800	66.369	66.316	66.316
50	Lowell & Suburban, .	63.334	1.320	64.654	63.334	63.334
51	Lynn & Boston, .	208.585	10.060	218.645	243.133	243.133
52	Marlborough, .	7.541	.572	8.113	15.004	15.004
53	Marlborough & Westborough, .	—	—	—	—	—
54	Martha's Vineyard, .	1.100	—	1.100	1.100	1.100
55	Medfield & Medway, .	11.009	.241	11.250	11.009	11.009
56	Milford, Attleborough & Woonsocket, .	30.000	.520	30.520	30.000	30.000
57	Milford, Holliston & Framingham, .	21.156	.498	21.654	21.181	21.181
58	Mt. Tom (Northampton), .	.900	.100	1.000	—	—
59	Mystic Valley (Stoneham, etc.), *	6.317	.215	6.532	6.317	6.317
60	Natick & Cohituate, .	17.050	.950	18.000	17.050	17.050
61	Natick & Needham, .	5.774	.048	5.822	5.774	5.774
62	Needham & Boston, *	3.817	.153	3.970	3.817	3.817
63	New Bedford, Middleboro' & Brockton, *	31.121	1.091	32.212	35.031	35.031
64	Newton, .	13.300	.568	13.868	15.790	15.790
65	Newton & Boston, .	9.031	.755	9.786	15.842	15.842
66	Newtonville & Watertown, .	4.243	.357	4.600	—	—
67	Norfolk Central (Dedham, etc.), *	6.601	.373	6.974	6.601	6.601
68	Norfolk Suburban (Hyde Park, etc.), *	11.556	.789	12.345	11.556	11.556
69	Norfolk Western (Dedham, etc.), .	9.079	.371	9.450	9.079	9.079
70	Northampton, .	23.004	1.630	24.634	23.004	23.004
71	Northampton & Amherst, .	10.100	.380	10.480	10.100	10.100
72	North End (Worcester), .	4.995	.135	5.130	—	—
73	North Woburn, .	7.258	.425	7.683	7.720	7.720
74	Norton & Taunton, .	29.000	.830	29.830	29.407	29.407
75	Norwood, Canton & Sharon, .	—	—	—	—	—

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Concluded.						
		78. — Main Track Owned.	79. — Sid- ings, Switches, etc., Owned.	80. — Total Track Owned.	81. — Main Track Operated.	82. — By Horse Power.	83. — By Electric Power.	84. — By Horse and Electric Power.
76	Palmer & Monson,	19.503	.572	20.075	19.503	-	19.503	-
77	Pembroke,	7.356	.341	7.697	-	-	-	-
78	Pittsfield Electric,	10.143	.513	10.656	10.143	-	10.143	-
79	Plum Island Electric (Newbury, etc.),	4.152	.355	4.505	4.152	-	4.152	-
80	Plymouth & Kingston,	8.750	.600	9.350	8.750	-	8.750	-
81	Plymouth & Sandwich,	4.413	.213	4.626	4.413	-	4.413	-
82	Providence & Taunton,*	13.272	.531	13.803	14.936	-	14.936	-
83	Quincy & Boston,*	38.342	2.017	40.359	39.223	-	39.223	-
84	Reading & Lowell,*	11.842	.126	11.968	11.842	-	11.842	-
85	Rockport,*	6.708	.080	6.788	7.468	-	7.468	-
86	Salem & Wakefield,*	6.223	.140	6.363	6.223	-	6.223	-
87	Shelburne Falls & Colrain,	6.530	.480	7.010	6.530	-	6.530	-
88	Somerville,	7.780	.253	8.033	-	-	-	-
89	Southbridge & Charlton Depot,	-	-	-	-	-	-	-
90	Southbridge & Sturbridge,	7.748	.262	8.010	7.748	-	7.748	-
91	South Middlesex (Natick, etc.),	12.932	.896	13.828	12.932	-	12.932	-
92	South Shore & Boston (Hingham, etc.),	63.105	2.928	66.033	69.715	-	69.715	-
93	Springfield,	67.721	4.969	72.690	67.721	-	67.721	-
94	Stoughton & Randolph,	8.060	.190	8.250	-	-	-	-
95	Taunton,	30.405	1.794	32.199	30.819	-	30.819	-
96	Taunton & Brockton,*	13.119	.420	13.539	17.291	-	17.291	-
97	Templeton,	6.500	-	6.500	-	-	-	-
98	Union (New Bedford, etc.),	23.188	2.304	25.492	23.188	-	23.188	-
99	Wakefield & Stoneham,*	43.650	1.274	44.924	43.650	-	43.650	-
100	Waltham,	-	-	-	-	-	-	-

101	Warren, Brookfield & Spencer, . . .	19,607	.460	20,067	19,607	-	19,607	-
102	Webster & Dudley, . . .	5,010	.210	5,220	5,010	-	5,010	-
103	Wellesley & Boston, . . .	4,660	.210	4,870	8,420	-	8,420	-
104	Westborough & Worcester, . . .	-	-	-	-	-	-	-
105	West End (Boston, etc.), . . .	290,401	37,127	327,528	-	-	-	-
106	West Roxbury & Roslindale, . . .	36,957	2,177	39,134	36,957	-	36,957	-
107	Winnisimmet (Chelsea), . . .	2,010	.143	2,153	-	-	-	-
108	Woburn & Reading*, . . .	4,190	.041	4,231	5,020	-	5,020	-
109	Woonsocket (of Rhode Island), . . .	18,536	.831	19,367	18,536	-	18,536	-
110	Worcester & Blackstone Valley, . . .	7,060	.270	7,330	7,060	-	7,060	-
111	Worcester & Clinton, . . .	11,160	.418	11,578	11,160	-	11,160	-
112	Worcester Consolidated, . . .	45,519	1,120	46,639	54,744	-	54,744	-
113	Worcester & Marlborough, . . .	16,870	.650	17,520	17,360	-	17,360	-
114	Worcester & Shrewsbury R.R., . . .	2,700	.500	3,200	-	-	-	-
115	Worcester & Shrewsbury St. Ry., . . .	.425	.034	.459	-	-	-	-
116	Worcester & Suburban, . . .	22,643	1,429	24,072	22,643	-	22,643	-
117	Worcester & Webster, . . .	14,914	.817	15,731	17,282	-	17,282	-
118	Woronoco (Westfield), . . .	10,602	.452	11,054	10,602	-	10,602	-
	Totals, . . .	1,913,450	124,293	2,037,743	1,972,554	4,755	1,967,799	-

Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies—Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF EQUIPMENT.						91.—Electric Motors.
		85.—Box Passenger Cars.	86.—Open Passenger Cars.	87.—Other Cars and Vehicles.	88.—Electric Cars.	89.—Equipped with Fenders.	90.—Horses.	
1	Amesbury & Hampton,	2	9	—	11	11	—	22
2	Amherst & Sunderland,	2	2	1	4	—	—	8
3	Athol & Orange,	5	5	2	10	—	—	22
4	Beverly & Danvers,	1	1	1	2	2	—	4
5	Blue Hill (Canton, etc.),	9	1	3	11	10	—	34
6	Boston & Chelsea,	—	—	—	—	—	—	—
7	Boston Elevated,	1,709	1,500	1,309	2,993	3,003	312	3,877
8	Boston, Milton & Brockton,*	7	8	2	15	15	—	34
9	Boston & Revere Electric,	—	—	—	—	—	—	—
10	Bristol County,	—	—	—	—	—	—	—
11	Brockton,	108	154	103	272	259	10	521
12	Brockton, Bridgewater & Taunton,*	11	13	5	24	24	1	56
13	Brockton & East Bridgewater,*	3	3	—	6	6	—	12
14	Brockton & Plymouth,	5	—	1	5	5	—	20
15	Citizen's (Newburyport, etc.),	14	21	14	33	29	3	40
16	Clinton & Hudson,	3	3	2	7	6	—	14
17	Commonwealth Avenue (Newton),	8	21	9	29	29	1	58
18	Conway Electric,	3	2	11	4	—	—	10
19	Cottage City,	4	6	1	8	—	—	7
20	Dartmouth & Westport,	10	12	6	25	22	—	64
21	Dighton, Somerset & Swansea,*	10	20	7	32	32	1	57
22	East Middlesex (Malden, etc.),	—	—	—	—	—	—	—
23	Easton,	—	—	—	—	—	—	—
24	East Taunton,	2	4	2	6	6	—	12
25	East Wareham, Onset Bay & Pt. Ind.,	6	8	10	—	—	—	—

26	Fitchburg & Leominster,	21	30	66	51	4	100
27	Fitchburg & Suburban,	6	11	18	17	-	30
28	Framingham, Southboro' & Marlboro',	3	5	8	8	-	16
29	Framingham Union,	5	6	12	11	-	11
30	Gardner Electric,*	3	3	6	6	-	13
31	Gardner, Westminster & Fitchburg,	7	12	20	19	-	39
32	Georgetown, Rowley & Ipswich,	8	9	17	17	-	34
33	Globe (Fall River),	59	80	131	128	4	185
34	Gloucester*,	19	36	56	55	5	104
35	Gloucester, Essex & Beverly*,	8	16	24	24	2	48
36	Gloucester & Rockport,	-	-	-	-	-	-
37	Greenfield & Turner's Falls,	5	8	13	-	1	24
38	Haverhill & Amesbury,	16	35	38	38	5	76
39	Haverhill, Georgetown & Danvers,	3	3	6	6	-	14
40	Haverhill & Southern New Hampshire,	-	-	-	-	-	-
41	Holyoke,	32	61	99	99	4	169
42	Hoosac Valley (North Adams, etc.),	11	13	24	24	1	20
43	Interstate Consolidated (of R. I.),	21	28	49	33	2	84
44	Lawrence & Methuen,	-	-	-	-	-	-
45	Lawrence & Reading,	-	5	5	5	-	18
46	Leominster & Clinton,	6	10	18	16	1	32
47	Lexington & Boston,	10	17	27	27	2	82
48	Linwood,	3	-	3	3	-	8
49	Lowell, Lawrence & Haverhill,	72	97	155	152	12	232
50	Lowell & Suburban,	64	80	122	122	10	204
51	Lynn & Boston,	308	449	667	661	40	1,074
52	Marlborough,	6	9	16	15	-	25
53	Marlborough & Westborough,	-	-	-	-	-	-
54	Martha's Vineyard,	2	-	2	-	-	4
55	Medfield & Medway,	7	3	10	6	-	10

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	DESCRIPTION OF EQUIPMENT — Continued.						91. — Electric Motors.
		85. — Box Passenger Cars.	86. — Open Passenger Cars.	87. — Other Cars and Vehicles.	88. — Electric Cars.	89. — Equipped with Fenders.	90. — Horses.	
56	Milford, Attleborough & Woonsocket,	8	12	2	20	6	-	60
57	Milford, Holliston & Framingham,	16	15	8	31	31	-	62
58	Mt. Tom (Northampton),	.	.	.	.	.	-	14
59	Mystic Valley (Stoneham, etc.),*	3	4	3	7	7	-	49
60	Natick & Cohimatic,	12	12	4	25	24	1	
61	Natick & Needham,	.	5	.	5	5	-	20
62	Needham & Boston,*	3	4	.	7	7	-	14
63	New Bedford, Middleboro' & Brockton,*	10	20	4	32	30	-	92
64	Newton,	17	18	14	35	35	2	49
65	Newton & Boston,	11	15	12	28	26	2	67
66	Newtonville & Watertown,	.	.	.	.	.	-	.
67	Norfolk Central (Dedham, etc.),*	6	9	2	17	15	-	27
68	Norfolk Suburban (Hyde Park, etc.),*	14	19	4	33	33	-	57
69	Norfolk Western (Dedham, etc.),	10	3	2	14	7	-	12
70	Northampton,	18	21	20	47	43	3	78
71	Northampton & Amherst,	5	6	6	13	12	1	24
72	North End (Worcester),	.	.	.	.	.	-	.
73	North Woburn,	9	9	9	11	11	1	18
74	Norton & Taunton,	10	8	6	20	20	-	36
75	Norwood, Canton & Sharon,	.	.	.	.	.	-	.
76	Palmer & Monson,	7	15	7	26	.	-	44
77	Pembroke,	.	.	.	.	.	-	.
78	Pittsfield Electric,	11	12	6	19	18	3	40
79	Plum Island Electric (Newbury, etc.),	.	8	2	9	8	-	16
80	Plymouth & Kingston,	6	8	6	14	14	1	28

81	Plymouth & Sandwich,	2	2	-	4	4	4	-	8
82	Providence & Taunton,*	8	12	4	21	21	21	-	54
83	Quincy & Boston,*	24	35	12	63	63	59	2	91
84	Reading & Lowell,*	3	4	1	7	7	7	-	12
85	Rockport,*	4	4	2	8	8	8	-	18
86	Salem & Wakefield,*	3	4	-	7	7	7	-	12
87	Shelburne Falls & Colrain,	3	2	9	3	3	-	-	6
88	Somerville,	-	-	-	-	-	-	-	-
89	Southbridge & Charlton Depot,	-	-	-	-	-	-	-	-
90	Southbridge & Sturbridge,	6	5	2	12	12	11	-	20
91	South Middlesex (Natick, etc.),	10	9	5	19	19	19	-	28
92	South Shore & Boston (Hingham, etc.),	39	60	33	104	99	99	2	166
93	Springfield,	96	93	36	197	189	189	8	414
94	Stoughton & Randolph,	24	-	-	-	-	-	-	-
95	Taunton,	24	30	16	52	52	52	-	97
96	Taunton & Brockton,*	4	6	7	10	10	10	-	20
97	Templeton,	-	-	-	-	-	-	-	-
98	Union (New Bedford, etc.),	41	50	29	89	88	88	4	135
99	Wakefield & Stoneham,*	22	26	15	49	48	48	2	82
100	Waltham,	-	-	-	-	-	-	-	-
101	Warren, Brookfield & Spencer,	6	10	5	18	16	16	-	32
102	Webster & Dudley,	2	6	2	9	8	8	-	16
103	Wellesley & Boston,	5	9	2	14	14	14	1	35
104	Westborough & Worcester,	-	-	-	-	-	-	-	-
105	West End (Boston, etc.),	-	-	-	-	-	-	-	-
106	West Roxbury & Roslindale,	34	52	21	86	86	86	1	170
107	Winnisimmet (Chelsea),	-	-	-	-	-	-	-	-
108	Woburn & Reading,*	2	3	1	5	5	5	-	8
109	Woonsocket (of Rhode Island),	16	16	15	28	22	22	3	50
110	Worcester & Blackstone Valley,	4	4	1	8	8	8	-	16

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.	DESCRIPTION OF EQUIPMENT — Concluded.					
	85. — Box Passenger Cars.	86. — Open Passenger Cars.	87. — Other Cars and Vehicles.	88. — Electric Cars.	89. — Equipped with Fenders.	90. — Horses.
						91. — Electric Motors.
111 Worcester & Clinton, . . .	7	6	5	15	13	—
112 Worcester Consolidated, . . .	89	89	40	181	181	6
113 Worcester & Marlborough, . . .	11	9	13	27	20	—
114 Worcester & Shrewsbury R.R., . . .	—	—	—	—	—	—
115 Worcester & Shrewsbury St. Ry., . . .	—	—	—	—	—	—
116 Worcester & Suburban, . . .	33	18	22	53	53	3
117 Worcester & Webster, . . .	7	10	3	18	17	—
118 Woronoco (Westfield), . . .	10	14	9	24	24	1
Totals, ¹	3,150	3,381	2,371	6,214	6,004	455
						9,545

¹ Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	VOLUME OF TRAFFIC — Continued.					STOCKHOLDERS — Continued.	
		92. — Total Passengers Car- ried.	93. — Average Number per Mile of Main Track Operated.	94. — Round Trips Run.	95. — Car Miles Run.	96. — Number of Employees.	97. — Total Number.	98. — In Massachusetts.
26	Fitchburg & Leominster,	3,371,974	143,227	128,260	800,785	100	71	69
27	Fitchburg & Suburban,	552,251	86,343	13,455	171,962	22	16	16
28	Framingham, Southboro' & Marlboro',	377,852	50,630	9,975	144,563	—	7	7
29	Framingham Union,	660,021	101,526	27,344	146,563	14	21	21
30	Gardner Electric, *	69,843	16,093	3,605	15,652	15	44	42
31	Gardner, Westminster & Fitchburg,	902,482	57,556	21,538	275,155	40	74	72
32	Georgetown, Rowley & Ipswich,	471,859	25,467	9,629	139,622	30	24	24
33	Globe (Fall River),	8,358,947	178,526	205,016	1,441,527	250	18	17
34	Gloucester, *	283,263	7,268	8,457	152,810	98	6	6
35	Gloucester, Essex & Beverly, *	283,263	12,871	3,769	89,883	48	6	6
36	Gloucester & Rockport,	—	—	—	—	—	13	13
37	Greenfield & Turner's Falls,	775,256	52,940	13,386	183,217	20	124	120
38	Haverhill & Amesbury,	1,996,573	75,189	15,011	474,690	75	18	15
39	Haverhill, Georgetown & Danvers,	526,363	82,788	9,984	127,696	12	15	15
40	Haverhill & Southern New Hampshire,	—	—	—	—	—	—	—
41	Holyoke,	4,926,820	140,381	127,820	1,268,961	211	161	142
42	Hoosac Valley (North Adams, etc.),	1,867,982	143,382	37,159	490,450	50	15	14
43	Interstate Consolidated (of R. I.),	3,477,355	153,927	48,818	693,171	80	6	2
44	Lawrence & Methuen,	—	—	—	—	—	—	—
45	Lawrence & Reading,	147,619	13,947	2,935	31,874	33	43	37
46	Leominster & Clinton,	997,486	86,865	11,493	263,892	40	16	16
47	Lexington & Boston,	1,178,000	52,133	13,175	248,893	81	73	72
48	Linwood,	170,199	105,779	7,207	21,621	6	17	16
49	Lowell, Lawrence & Haverhill,	11,016,707	166,124	174,964	1,921,815	332	16	16
50	Lowell & Suburban,	9,145,957	144,408	262,177	2,031,777	305	22	21

51	Lynn & Boston,	38,751,814	159,385	669,909	7,508,179	1,312	21	21
52	Marlborough,	766,836	102,752	23,963	174,993	40	14	14
53	Marlborough & Westborough,	—	—	—	—	—	17	17
54	Martha's Vineyard,	30,609	27,818	2,788	6,134	4	—	—
55	Medfield & Medway,	257,866	23,423	7,672	108,141	18	15	15
56	Milford, Attleborough & Woonsocket,	836,382	27,879	11,980	151,000	30	50	50
57	Milford, Holliston & Framingham,	2,515,022	118,739	27,125	531,583	54	71	8
58	Mt. Tom (Northampton),	—	—	—	—	—	98	90
59	Mystic Valley (Stoneham, etc.), *	157,437	24,923	4,234	39,721	21	7	7
60	Natick & Cohituate,	1,364,883	80,052	40,565	405,654	35	96	95
61	Natick & Needham,	50,815	8,801	2,222	24,109	10	15	15
62	Needham & Boston, *	19,827	5,194	2,139	14,331	10	11	11
63	New Bedford, Middleboro' & Brockton, *	978,291	27,926	8,749	306,501	65	23	23
64	Newton,	2,460,853	155,849	54,002	529,714	60	79	76
65	Newton & Boston,	1,855,290	117,112	35,688	534,676	80	39	38
66	Newtonville & Watertown,	—	—	—	—	—	15	15
67	Norfolk Central (Dedham, etc.), *	107,190	16,238	3,402	28,147	22	7	7
68	Norfolk Suburban (Hyde Park, etc.), *	298,910	25,866	4,707	66,949	59	8	8
69	Norfolk Western (Dedham, etc.),	462,964	50,992	9,331	170,390	18	35	35
70	Northampton,	2,085,868	90,674	59,061	583,287	72	181	153
71	Northampton & Amherst,	408,864	40,482	8,559	128,520	14	12	8
72	North End (Worcester),	—	—	—	—	—	18	18
73	North Woburn,	999,480	129,463	13,745	201,185	18	15	15
74	Norton & Taunton,	971,017	33,020	25,654	381,684	55	72	71
75	Norwood, Canton & Sharon,	—	—	—	—	—	21	21
76	Palmer & Monson,	699,191	35,850	20,707	221,465	33	107	102
77	Pembroke,	—	—	—	—	—	21	21
78	Pittsfield Electric,	1,593,346	157,088	32,781	354,947	86	37	37
79	Plum Island Electric (Newbury, etc.),	275,273	66,299	7,450	44,484	30	7	7
80	Plymouth & Kingston,	873,252	99,800	14,593	224,832	24	44	39

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	VOLUME OF TRAFFIC — Concluded.					STOCKHOLDERS — Concluded.	
		92. — Total Passengers Car- ried.	93. — Average Number per Mile of Main Track Operated.	94. — Round Trips Run.	95. — Car Miles Run.	96. — Number of Employees.	97. — Total Number.	98. — In Massachusetts.
81	Plymouth & Sandwich,	59,395	13,459	3,852	34,000	5	35	32
82	Providence & Taunton,*	1,011,704	67,736	5,724	161,332	25	17	17
83	Quincy & Boston,*	2,882,388	73,472	68,496	622,662	130	20	20
84	Reading & Lowell,*	59,449	5,020	2,613	31,035	15	7	7
85	Rockport,*	170,527	22,834	3,465	51,986	10	6	6
86	Salem & Wakefield,*	28,518	4,582	1,513	16,870	8	7	7
87	Shelburne Falls & Colrain,	159,997	24,502	4,746	30,887	11	104	98
88	Somerville,	—	—	—	—	—	5	5
89	Southbridge & Charlton Depot,	—	—	—	—	—	—	—
90	Southbridge & Sturbridge,	588,529	75,959	10,705	149,870	15	49	48
91	South Middlesex (Natick, etc.),	1,263,117	97,674	22,479	282,683	35	41	33
92	South Shore & Boston (Hingham, etc.),	4,875,217	69,931	152,490	1,346,167	177	60	56
93	Springfield,	13,746,813	202,992	349,085	3,586,242	440	398	347
94	Stoughton & Randolph,	—	—	—	—	—	34	33
95	Taunton,	1,902,578	61,734	59,174	411,609	100	20	19
96	Taunton & Brockton,*	374,415	21,654	9,291	71,382	12	8	8
97	Templeton,	—	—	—	—	—	—	—
98	Union (New Bedford, etc.),	4,590,934	197,987	171,282	1,088,803	167	120	109
99	Wakefield & Stoneham,*	598,009	137,000	22,528	226,287	96	6	6
100	Waltham,	—	—	—	—	—	17	17
101	Warren, Brookfield & Spencer,	1,243,575	63,425	19,077	380,291	38	20	20
102	Webster & Dudley,	243,947	48,692	10,584	87,680	15	55	50
103	Wellesley & Boston,	1,309,018	155,465	27,805	260,819	24	15	15
104	Westborough & Worcester,	—	—	—	—	—	26	26
105	West End (Boston, etc.),	—	—	—	—	—	8,003	7,091

106	West Roxbury & Roslindale,	.	4,526,860	122,490	59,466	1,055,972	141	22	22
107	Winnisimmet (Chelsea),	.	-	-	-	-	-	38	36
108	Woburn & Reading,*	.	56,079	11,171	1,614	15,177	10	6	6
109	Woonsocket (of Rhode Island),	.	1,617,340	87,253	57,280	360,180	47	19	11
110	Worcester & Blackstone Valley,	.	379,116	53,699	9,976	137,537	20	18	18
111	Worcester & Clinton,	.	1,139,349	102,092	11,810	266,059	37	16	16
112	Worcester Consolidated,	.	14,298,120	261,181	408,823	2,653,952	425	6	8
113	Worcester & Marlborough,	.	1,297,418	74,736	9,165	318,215	40	18	18
114	Worcester & Shrewsbury R. R.,	.	-	-	-	-	-	6	6
115	Worcester & Shrewsbury St. Ry.,	.	-	-	-	-	-	6	6
116	Worcester & Suburban,	.	3,506,601	154,865	45,615	698,492	125	19	18
117	Worcester & Webster,	.	945,167	54,691	7,971	238,791	33	27	17
118	Woronoco (Westfield),	.	1,088,543	102,673	69,901	366,408	40	46	44
	Totals,	.	395,027,198	200,262	7,818,427	81,750,768	12,766 ¹	14,002 ¹	12,394 ¹

¹ Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

RAILWAY COMPANIES.		ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1900.						
		99. — To Pas- sengers.	100. — To Em- ployees.	101. — To other Persons.	102. — Fatal.	103. — Not Fatal.	104. — Total.	105. — Total during Preceding Year.
1	Amesbury & Hampton,	—	—	—	—	—	—	—
2	Amherst & Sunderland,	2	1	—	—	3	3	—
3	Athol & Orange, . . .	1	—	—	—	1	1	1
4	Beverly & Danvers, . .	3	—	—	—	3	3	—
5	Blue Hill (Canton, etc.),	4	—	2	—	6	6	—
6	Boston & Chelsea,	—	—	—	—	—	—	—
7	Boston Elevated, . . .	1,109	18	482	25	1,584	1,609	1,548
8	Boston, Milton & Brockton,	—	—	2	—	2	2	6
9	Boston & Revere Electric,	—	—	—	—	—	—	—
10	Bristol County,	—	—	—	—	—	—	—
11	Brockton,	19	1	13	1	32	33	24
12	Brockton, Bridgewater & Taunton,	8	—	2	1	9	10	14
13	Brockton & East Bridgewater,	1	—	—	—	1	1	1
14	Brockton & Plymouth, . .	2	—	—	—	2	2	—
15	Citizen's (Newburyport, etc.), . .	8	1	1	—	10	10	5
16	Clinton & Hndson, . . .	—	—	1	—	1	1	—
17	Commonwealth Avenue (Newton),	4	2	2	—	8	8	5
18	Conway Electric, . . .	—	—	—	—	—	—	—
19	Cottage City,	—	—	—	—	—	—	—
20	Dartmouth & Westport,	7	1	2	1	9	10	26
21	Dighton, Somerset & Swansea,	2	—	2	—	4	4	6
22	East Middlesex (Malden, etc.), . .	—	—	—	—	—	—	—
23	Easton,	—	—	—	—	—	—	—
24	East Taunton,	—	—	1	—	1	1	—
25	East Wareham, Onset Bay & Ft. Ind.,	—	—	—	—	—	—	—

26	Fitchburg & Leominster,	11	-	15	1	25	26	9
27	Fitchburg & Suburban,	1	-	3	-	1	1	-
28	Framingham, Southboro' & Marlboro',	-	-	3	-	3	3	2
29	Framingham Union,	-	-	3	-	3	3	2
30	Gardner Electric,	-	-	1	-	1	1	2
31	Gardner, Westminster & Fitchburg,	2	-	4	1	5	6	1
32	Georgetown, Rowley & Ipswich,	3	-	2	1	5	6	-
33	Globe (Fall River),	40	1	25	67	67	67	21
34	Gloucester,	1	-	2	-	1	1	2
35	Gloucester, Essex & Beverly,	-	-	2	-	2	2	6
36	Gloucester & Rockport,	-	-	-	-	-	-	-
37	Greenfield & Turner's Falls,	-	-	1	1	-	1	17
38	Haverhill & Amesbury,	3	1	2	-	6	6	5
39	Haverhill, Georgetown & Danvers,	1	-	3	-	4	4	4
40	Haverhill & Southern New Hampshire,	-	-	-	-	-	-	-
41	Holyoke,	14	6	5	-	25	25	15
42	Hoosac Valley (North Adams, etc.),	2	1	2	-	5	5	19
43	Interstate Consolidated (of R. I.),	19	2	1	-	22	22	15
44	Lawrence & Methuen,	-	-	-	-	-	-	-
45	Lawrence & Reading,	-	-	-	-	-	-	-
46	Leominster & Clinton,	3	-	1	-	4	4	6
47	Lexington & Boston,	1	-	-	-	1	1	-
48	Linwood,	-	-	-	-	-	-	-
49	Lowell, Lawrence & Haverhill,	61	3	17	4	77	81	73
50	Lowell & Suburban,	51	5	20	1	75	76	59
51	Lynn & Boston,	47	3	18	15	53	68	32
52	Marlborough,	2	-	2	-	4	4	3
53	Marlborough & Westborough,	-	-	-	-	-	-	-
54	Martha's Vineyard,	-	-	-	-	-	-	-
55	Medfield & Medway,	-	-	-	-	-	-	-

Tabulated Statements from Reports of Street Railway Companies — Continued.

	RAILWAY COMPANIES.	ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1900—Continued.					
		99.—To Pas- sengers.	100.—To Em- ployees.	101.—To other Persons.	102.—Fatal.	103.—Not Fatal.	104.—Total.
							105.—Total during Preceding Year.
56	Milford, Attleborough & Woonsocket,	3	—	1	—	4	—
57	Milford, Holliston & Framingham,	12	2	14	2	26	14
58	Mt. Tom (Northampton),	—	—	—	—	—	—
59	Mystic Valley (Stoneham, etc.),	—	—	2	—	2	8
60	Natick & Cochituate,	6	—	4	1	9	3
61	Natick & Needham,	—	—	—	—	—	—
62	Needham & Boston,	—	—	—	—	—	—
63	New Bedford, Middleboro' & Brockton,	4	—	1	—	5	2
64	Newton,	3	—	2	—	5	3
65	Newton & Boston,	3	—	1	—	4	6
66	Newtonville & Watertown,	—	—	—	—	—	8
67	Norfolk Central (Dedham, etc.),	1	—	—	—	1	—
68	Norfolk Suburban (Hyde Park, etc.),	3	—	—	—	3	9
69	Norfolk Western (Dedham, etc.),	—	—	—	—	—	15
70	Northampton,	5	2	1	—	8	—
71	Northampton & Amherst,	2	—	—	—	2	—
72	North End (Worcester),	—	—	—	—	—	—
73	North Woburn,	2	—	1	—	3	7
74	Norton & Taunton,	—	—	2	1	1	7
75	Norwood, Canton & Sharon,	—	—	—	—	—	—
76	Palmer & Monson,	10	—	4	1	13	14
77	Pembroke,	—	—	—	—	—	—
78	Pittsfield Electric,	1	2	4	2	5	2
79	Plum Island Electric (Newbury, etc.),	—	—	1	—	1	5
80	Plymouth & Kingston,	9	1	2	—	12	8

Tabulated Statements from Reports of Street Railway Companies — Concluded.

		ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1900 — Concluded.						
		RAILWAY COMPANIES.	99.—To Passengers.	100.—To Employees.	101.—To other Persons.	102.—Fatal.	103.—Not Fatal.	104.—Total.
								105.—Total during Preceding Year.
111		Worcester & Clinton, .	-	1	1	1	1	2
112		Worcester Consolidated, .	39	3	41	-	83	83
113		Worcester & Marlborough, .	1	-	-	-	1	1
114		Worcester & Shrewsbury R.R., .	-	-	-	-	-	-
115		Worcester & Shrewsbury St. Ry., .	-	-	-	-	-	-
116		Worcester & Suburban, .	19	-	6	-	25	25
117		Worcester & Webster, .	53	4	-	2	55	57
118		Woronoco (Westfield), .	-	2	-	-	2	2
		Totals,	1,713	87	804	69	2,535	2,604
								2,488

PART IV.

RAILROAD RETURNS

FOR THE

YEAR ENDING JUNE 30, 1900.

[AS CORRECTED BY THE BOARD.]

RETURN

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,	\$9,219 00
Dividends declared (7 per cent),	\$9,219 00
Amount of surplus June 30, 1899,	\$407 14
Debits to profit and loss account during the year: treasurer's salary for past years,	375 00
TOTAL SURPLUS JUNE 30, 1900,	\$32 14

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.	DR.	
Cost of road,	\$131,416 48	
Cash,	315 66	
TOTAL,	\$131,732 14	
LIABILITIES.	CR.	
Capital stock,	\$131,700 00	
Profit and Loss balance (surplus),	32 14	
TOTAL,	\$131,732 14	

CAPITAL STOCK.

Capital stock authorized by law,	\$133,000 00	
Capital stock authorized by votes of company,	131,700 00	
Capital stock issued and outstanding,		\$131,700 00
Number of shares issued and outstanding,	1,317	
Number of stockholders,	53	
Number of stockholders in Massachusetts,	47	
Amount of stock held in Massachusetts,	\$100,800 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	4.000	4.000
Length of side track, etc.,	1.480	1.480
TOTAL LENGTH OF TRACK OWNED,	5.480	5.480

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,
NORTH ATTLEBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry F. Barrows, *President*, North Attleborough, Mass. Henry F. Barrows, Jr., *Treasurer and Clerk of Corporation*, North Attleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry F. Barrows, North Attleborough, Mass. Ellerton P. Whitney, Boston, Mass. Albert A. Folsom, Boston, Mass. Ira Richards, North Attleborough, Mass. H. F. Barrows, Jr., North Attleborough, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY F. BARROWS,
H. F. BARROWS, JR.,
ELLERTON P. WHITNEY,
Directors.
H. F. BARROWS, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. JULY 18, 1900. Then personally appeared the above-named Henry F. Barrows and Henry F. Barrows, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, JOSEPH E. POND,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 15, 1900. Then personally appeared the above-named Ellerton P. Whitney, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, JOHN WOODBURY,
Justice of the Peace.

RETURN

OF THE

BERKSHIRE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,	\$36,250 00
Dividends received on stocks owned: Berkshire Railroad Company's stock (66 shares),	396 00
GROSS INCOME,	\$36,646 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	460 68
NET DIVISIBLE INCOME,	\$36,185 32
Dividends declared (6 per cent),	36,000 00
Surplus for the year ending June 30, 1900,	\$185 32
Amount of surplus June 30, 1899,	14,465 08
TOTAL SURPLUS JUNE 30, 1900,	\$14,650 40

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.	DR.
Cost of road,	\$600,000 00
Stock of Berkshire Railroad Company (66 shares),	3,970 00
TOTAL PERMANENT INVESTMENTS,	\$603,970 00
Cash,	11,784 40
TOTAL,	\$615,754 40
LIABILITIES.	CR.
Capital stock,	\$600,000 00
Current liabilities: dividends not called for,	1,104 00
Profit and loss balance (surplus),	14,650 40
TOTAL,	\$615,754 40

CAPITAL STOCK.		
Capital stock authorized by law,	\$800,000 00	
Capital stock authorized by votes of company,	600,000 00	
Capital stock issued and outstanding,		\$600,000 00
Number of shares issued and outstanding,	6,000	
Number of stockholders,	231	
Number of stockholders in Massachusetts,	145	
Amount of stock held in Massachusetts,	\$406,400 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 20.530	Miles. 20.530
Length of side track, etc.,	5.030	5.030
TOTAL LENGTH OF TRACK OWNED,	25.560	25.560

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,
STOCKBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry T. Robbins, *President*, Great Barrington, Mass. Daniel A. Kimball,
Treasurer and Clerk of Corporation, Stockbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry T. Robbins, Great Barrington, Mass. George Church, Great Barrington, Mass. Charles J. Taylor, Great Barrington, Mass. George W. Mellen, Great Barrington, Mass. Daniel A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY T. ROBBINS,
CHAS. J. TAYLOR,
DANIEL A. KIMBALL,
GEORGE CHURCH,
Directors.
DANIEL A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. AUG. 29, 1900. Then personally appeared the above-named Henry T. Robbins, Charles J. Taylor, Daniel A. Kimball and George Church, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CLARENCE R. SABIN,
Justice of the Peace.

RETURN

OF THE

BOSTON & ALBANY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$9,956,138 42
Operating expenses,	6,569,230 73
GROSS INCOME ABOVE OPERATING EXPENSES,	\$3,386,907 69
Charges upon income accrued during the year:	
Interest on funded debt, \$337,980 00	
Taxes, 947,242 11	
Rentals of leased roads:	
Pittsfield & North Adams	
Railroad, \$22,500 00	
Ware River Railroad, 52,500 00	
North Brookfield Railroad, 3,000 00	
	78,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,363,222 11
NET DIVISIBLE INCOME,	\$2,023,685 58
Dividends declared during the year payable on —	
September 30, 1899, 2 per cent on \$25,000,000, \$500,000 00	
December 31, 1899, 2 per cent on \$25,000,000, 500,000 00	
March 31, 1900, 2 per cent on \$25,000,000, 500,000 00	
June 30, 1900, 2 per cent on \$25,000,000, 500,000 00	
TOTAL DIVIDENDS DECLARED,	2,000,000 00
Surplus for the year ending June 30, 1900,	\$23,685 58
Amount of surplus June 30, 1899,	307,386 60
TOTAL SURPLUS JUNE 30, 1900,	\$331,072 18

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$3,941,961 29		
Deductions:			
Tickets redeemed,		\$4,243 81	
Excess fares refunded,		22,784 55	
Total deductions,		\$27,028 36	
NET REVENUE FROM PASSENGERS (<i>carried forward</i>),			\$3,914,932 93

EARNINGS FROM OPERATION — Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward,</i>	<i>.</i>	<i>.</i>	\$3,914,932 93
From mails,	\$342,240 61		
From express,	265,996 34		
From extra baggage and storage,	54,506 30		
Other earnings, passenger service:			
Dining cars,	71,577 98		
Parcel rooms,	4,059 95		
			738,381 18
TOTAL EARNINGS, PASSENGER SERVICE, . . . . .	. . . . .	. . . . .	\$4,653,314 11
Freight service:			
Gross receipts from freight,	\$5,018,094 75		
Deductions:			
Overcharge to shippers, . . . . .	. . . . .	\$175,680 34	
NET REVENUE FROM FREIGHT, . . . . .	. . . . .	. . . . .	\$4,842,414 41
From stock yards,	\$8,800 00		
From elevators,	198,140 07		
Other earnings, freight service:			
Car demurrage,	10,676 89		
Gravel,	26,764 94		
			244,381 90
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	\$5,086,796 31
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$9,740,110 42
Other earnings from operation:			
Rentals from tracks, yards and terminals,	\$3,556 42		
Rentals from buildings and other property,	183,024 43		
From other sources:			
Albany bridges,	687 29		
Interest,	28,759 86		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	216,028 00
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$9,956,138 42

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$100,589 94
Salaries of clerks and attendants,	59,447 19
General office expenses and supplies,	63,510 96
Insurance,	25,823 68
Law expenses,	19,821 85
Stationery and printing (general offices),	1,836 30
TOTAL,	\$271,029 92
Maintenance of way and structures:	
Repairs of roadway,	\$542,786 19
Renewals of rails,	140,627 60
Renewals of ties,	107,950 66
Repairs and renewals of bridges and culverts,	143,677 30
Repairs and renewals of fences, road crossings, signs and cattle guards,	17,611 84
Repairs and renewals of buildings and fixtures,	317,189 78
Repairs and renewals of docks and wharves,	10,036 94
Stationery and printing,	865 42
TOTAL,	\$1,280,745 73

Maintenance of equipment:	
Superintendence,	\$20,230 39
Repairs and renewals of locomotives,	590,989 75
Repairs and renewals of passenger cars,	309,779 28
Repairs and renewals of freight cars,	236,828 56
Repairs and renewals of work cars,	16,119 28
Repairs and renewals of shop machinery and tools,	14,642 06
Stationery and printing,	1,380 33
TOTAL,	\$1,189,969 65
Conducting transportation:	
Superintendence,	\$29,181 08
Engine and roundhouse men,	618,333 52
Fuel for locomotives,	654,596 22
Water supply for locomotives,	44,553 13
Oil, tallow and waste for locomotives,	26,042 07
Other supplies for locomotives,	4,742 48
Train service,	682,936 59
Train supplies and expenses,	102,160 24
Switchmen, flagmen and watchmen,	181,388 34
Telegraph expenses,	32,225 35
Station service,	721,340 52
Station supplies,	90,545 74
Car mileage — balance,	175,561 84
Loss and damage,	20,409 78
Injuries to persons,	24,267 74
Clearing wrecks,	2,304 79
Advertising,	4,607 26
Outside agencies,	44,301 04
Stock yards and elevators,	34,665 02
Rentals for tracks, yards and terminals,	95,176 28
Rentals of buildings and other property,	10,347 00
Stationery and printing,	49,975 07
Other expenses of conducting transportation: gratuities paid old employees,	177,824 33
TOTAL,	\$3,827,485 43
Recapitulation:	
General expenses,	\$271,029 92
Maintenance of way and structures,	1,280,745 73
Maintenance of equipment,	1,189,969 65
Conducting transportation,	3,827,485 43
TOTAL OPERATING EXPENSES,	\$6,569,230 73
Percentage of operating expenses to gross earnings,	65.98

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.	DR.
Cost of road,	\$26,299,992 87
Cost of equipment,	3,145,400 00
Real estate,	1,715,491 74
Stock of Hudson River bridges,	475,485 00
Other permanent property: special equipment,	427,000 00
TOTAL PERMANENT INVESTMENTS,	\$32,063,369 61

Cash,	\$932,430 94	
Traffic balances due from other companies,	569,655 75	
Due from solvent companies and individuals,	365,163 82	
Sinking and other special funds,	3,636,358 41	
TOTAL CASH AND CURRENT ASSETS,		\$5,503,608 92
Materials and supplies,		327,110 85
TOTAL,		\$37,894,089 38
LIABILITIES.		CR.
Capital stock,		\$25,000,000 00
Funded debt,		7,485,000 00
Current liabilities:		
Dividend No. 105 (due June 30, 1900),	\$500,000 00	
Credit balances,	512,146 19	
Dividends not called for,	4,302 00	
Matured interest coupons unpaid (including coupons due July 1),	4,880 00	
Rentals due and unpaid (including rentals due July 1),	37,500 00	
Miscellaneous current liabilities:		
Pittsfield & North Adams Railroad,	4,835 60	
Separation of grade crossings,	292,000 00	
TOTAL CURRENT LIABILITIES,		1,355,663 79
Accrued liabilities:		
Interest accrued and not yet due,	\$84,495 00	
Rentals accrued and not yet due,	1,500 00	
TOTAL ACCRUED LIABILITIES,		85,995 00
Sinking and other special funds:		
Improvement fund,	\$3,465,084 17	
Ware River sinking fund,	171,274 24	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		3,636,358 41
Profit and Loss balance (surplus),		331,072 18
TOTAL,		\$37,894,089 38
PROPERTY ACCOUNTS.		
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of real estate,		\$4,035 90
CAPITAL STOCK.		
Capital stock authorized by law,	\$30,000,000 00	
Capital stock authorized by votes of company,	25,000,000 00	
Capital stock issued and outstanding,		\$25,000,000 00
Number of shares issued and outstanding,	250,000	
Number of stockholders,	8,531	
Number of stockholders in Massachusetts,	7,374	
Amount of stock held in Massachusetts,	\$21,697,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Five per cent bonds,	5	April 1, 1902,	\$3,858,000 00	\$192,900 00
Four per cent bonds,	4	Oct. 1, 1913,	3,627,000 00	145,080 00
TOTALS,			\$7,485,000 00	\$337,980 00

SINKING AND OTHER SPECIAL FUNDS.

<i>Sinking Fund.</i>			
Amount June 30, 1899, of Ware River sinking fund, . . .			\$165,467 60
Additions during the year to Ware River sinking fund, . . .			5,806 64
TOTAL SINKING FUND JUNE 30, 1900,			\$171,274 24
<i>Improvement Fund.</i>			
Amount of improvement fund June 30, 1899,			\$2,748,051 22
Additions during the year,			717,032 95
TOTAL IMPROVEMENT FUND JUNE 30, 1900,			\$3,465,084 17

VOLUME OF TRAFFIC, ETC.

Passenger traffic :	
Number of passengers carried paying revenue,	10,302,009
Number of passengers carried one mile,	223,179,584
Number of passengers carried one mile per mile of road operated,	566,517
Average length of journey per passenger,	21.663 miles.
Average amount received from each passenger,	38.002 cents.
Average amount received per passenger per mile carried,	1.754 "
Passenger earnings (gross) per mile of road operated,	\$11,811 94.000
Passenger earnings per passenger-train mile run,	1 35.419
Freight traffic :	
Number of tons of freight hauled earning revenue,	5,216,653
Number of tons of freight hauled one mile,	587,404,600
Number of tons of freight hauled one mile per mile of road operated,	1,491,064
Average length of haul per ton,	112.602 miles.
Average amount received for each ton of freight,	92.826 cents.
Average amount received per ton per mile hauled, . . . . .	.824 "
Freight earnings (gross) per mile of road operated,	\$12,912 29.000
Freight earnings per freight-train mile run,	1 31.250
Operating expenses :	
Operating expenses per mile of road operated,	16,677 88.000
Operating expenses per revenue-train mile run,	89.857
Train mileage :	
Miles run by passenger trains,	3,160,908
Miles run by freight trains,	2,828,576
Total mileage of trains earning revenue,	5,989,484
Miles run by switching trains,	1,322,386
Miles run by construction and other trains,	187,304
Total train mileage,	7,499,174

Fares and freights:		
Average rate of fare per mile on single local tickets, . . .	1.777	cents.
Average rate of fare per mile on commutation tickets, . . .	1.088	"
Average rate of fare per mile on mileage tickets, . . .	2.000	"
Average rate of fare per mile on season tickets, . . .	.580	"
Average rate of fare per mile on joint tickets, . . .	2 012	"
Average rate of freight per ton mile on local way-bill, . . .	1.262	"
Average rate of freight per ton mile on joint way-bill, . . .	.581	"
Passengers to and from Boston:		
Number of passengers (including season-ticket) to Boston, . . .	3,175,422	
Number of passengers (including season-ticket) from Boston, . . .	3,213,513	
Season-ticket passengers to and from Boston, . . .	699,205	
Employees:		
Average number of persons employed, . . .	5,216	

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	201.650	162.350
Length of branch line,	103.900	86.570
TOTAL LENGTH OF LINE OWNED,	305.550	248.920
Length of second track,	217.650	177.350
Length of third track,	16.830	16.830
Length of fourth track,	16.810	16.810
Length of side track, etc.,	259.650	223.970
TOTAL LENGTH OF TRACK OWNED,	816.490	683.880
RAILROAD OPERATED.		
Length of main line,	201.650	162.350
Length of branch line,	192.300	174.970
TOTAL LENGTH OF LINE OPERATED,	393.450	337.320
Length of second track,	217.650	177.350
Length of third track,	16.830	16.830
Length of fourth track,	16.810	16.810
Length of side track, etc.,	280.500	244.820
TOTAL LENGTH OF TRACK OPERATED,	925.740	793.130

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Driving- wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				
Passenger,	87	87	Lbs. 252,400	Lbs. 175,013
Freight,	123	123	262,400	190,790
Switching, etc.,	35	35	176,200	135,384
TOTAL,	245	245	-	-

DESCRIPTION OF EQUIPMENT — Concluded.

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.				
Passenger cars,	238	238	238	Buhoup 6, Trojan 34, Gould 18, Miller 162, National 18.
Combination cars,	47	47	47	Gould 1, Miller 45, National 1.
Dining cars,	3	3	3	Gould 2, Miller 1.
Parlor cars,	8	8	8	Buhoup 4, Miller 4.
Sleeping cars,	3	3	3	Miller 3.
Baggage, express and mail cars, . .	65	65	65	Buhoup 2, Trojan 30, Gould 5, Miller 10, National 18.
TOTAL,	* 364	364	364	
CARS — FREIGHT SERVICE.				
Box cars,	2,551	2,445	2,551	Trojan 2,177, Dowling 150, Thurmond 220, Gould 4.
Flat cars,	677	458	677	Trojan 662, Thurmond 11, Burns 1, Gould 3.
Stock cars,	26	25	26	Trojan 14, Dowling 6, Thurmond 6.
Coal cars,	1,396	1,040	1,396	Trojan 1,151, Dowling 12, Thurmond 28, Burns 3, Gould 202.
Other cars in freight service, . .	4	1	4	Trojan 4.
TOTAL,	4,654	3,969	4,654	
CARS — COMPANY'S SERVICE.				
Officers' and pay cars,	5	5	5	Trojan 1, Miller 2, National 2.
Gravel cars,	157	30	65	Trojan 35, Empire 28, Park 2.
Derrick cars,	18	14	15	Trojan 15.
Caboose cars,	86	2	81	Trojan 81.
Other cars in company's service, .	222	20	30	Trojan 30.
TOTAL,	488	71	196	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 348

Number of 12-wheel cars in passenger service with brakes for *all* wheels, 21

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	226
Number of highway grade crossings protected by gates, . .	50
Number of highway grade crossings protected by flagmen, .	20
Number of highway grade crossings protected by electric signals only,	1
Number of highway grade crossings unprotected,	155
Number of highway grade crossings finally abolished during the year,	7
Number of highway grade crossings now in process of abolition,	4
Number of highway grade crossings for abolition of which petition is pending,	36
Number of highway bridges 18 feet (or more) above track, .	65
Number of highway bridges less than 18 feet above track, .	76
Height of lowest highway bridge above track,	14 ft. 4 in.

19.36 per cent of four buffet cars, "Chicago Line."

RAILROAD CROSSINGS IN MASSACHUSETTS — Concluded.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade (16 in number), viz.:

South Framingham, New York, New Haven & Hartford Railroad. Worcester, Worcester Division, New York, New Haven & Hartford Railroad. Worcester, New England Division, New York, New Haven & Hartford Railroad. South Worcester, New England Division, New York, New Haven & Hartford Railroad. South Worcester, Worcester Viaduct Company. Palmer, New London Northern Division, Central Vermont Railroad. Barrett's Junction, New London Northern Division, Central Vermont Railroad. Springfield, New York, New Haven & Hartford Railroad and Boston & Maine Railroad. Westfield, New Haven & Northampton Division, New York, New Haven & Hartford Railroad. Somerville, Fitchburg Railroad. Charlestown, Eastern Division, Boston & Maine Railroad. Charlestown, Mystic Branch, Boston & Maine Railroad. Charlestown, Western Division, Boston & Maine Railroad. East Boston, East Boston Branch, Boston & Maine Railroad. Baldwinville, Fitchburg Railroad. Winchendon, Cheshire Railroad.

Number of above crossings at which interlocking signals are established,

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NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
77, Brookfield, .	Plate girder, .	- -	24 feet 6 inches, 2 tracks.	Berlin Iron Bridge Company.
164, Pittsfield, .	- -	Rolled beam, .	34 feet 9 inches, 2 tracks.	Mace Moulton.
173A, Pittsfield, .	- -	Rolled beam, .	29 feet 3 inches, 2 tracks.	Mace Moulton.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
61, Worcester,	Through truss, . .	Additional track stringers.

Total length of pile and trestle bridging (in feet), 3,620.98

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	3	-	7	-	10	-	10
Employees, .	-	33	12	82	12	115	12	124
Other persons,	-	-	30	43	30	43	36	46
TOTALS, .	-	36	42	132	42	168	48	180

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 1, 1899. — Watson, Samuel, of Worcester, Mass.: bruised and shaken up. Thinking he had reached Springfield, he left train No. 43 at Palmer, taking a child into station, then returned for the rest of his family; train started, and after it had passed bridge No. 97 he jumped off and fell.

July 3. — McCarty, Wm., trespasser: internally injured and ankle bruised, by trying to get on a moving freight train near South Worcester.

July 3. — Greenless, Geo. W., freight brakeman: foot bruised, no bones broken. Says he was coupling up air hose between caboose of train No. 99 and car ahead, when train was struck on head end by cars being put on by switcher; he was knocked down and one wheel went over his foot, at Beacon Park yard.

July 6. — Blow, H., yard brakeman: finger pinched by getting caught while coupling engine to New York Central coach, at Pittsfield.

July 8. — Jackson, James, trespasser: killed. Found on track No. 2 by train No. 322 near Tatham Ledge (between Mittineague and Westfield); supposed to have been struck by train No. 15.

July 12. — Dillon, Thos. (eighteen years old): attempted to get on a passing freight train at Pittsfield station, fell and was run over; died in about two hours.

July 14. — Mahoney, C. J., freight brakeman: head cut and leg bruised. Jumped from train No. 139 between tower No. 9 and Cottage Farm station, and fell.

July 14. — McCormick, Chas., of Watertown, N. Y.: head cut. Was on top of a car in freight train and was struck by bridge No. 50, about two miles east of Worcester; had been put off train, and got on again.

July 17. — Fisher, Frank, cranesman on steam shovel; right foot jammed. Was trying to get on engine of gravel train at Riverside yard; his foot slipped off and was caught between rail and tender wheel.

July 19. — McMahon, M., freight brakeman: thumb split open by his being thrown from top of car to the ground by the sudden application of air brake when train was backing off in Worcester yard.

July 20. — Brauseau, Albert (eight years old): right foot badly bruised and mangled. Stealing a ride on freight train; jumped off opposite tower No. 22, South Framingham, fell and his foot went under wheels.

July 23. — Jones, A., yard brakeman: back of hand bruised by getting caught between car and switch lever while throwing switch in Worcester yard.

July 24. — Navis, M., freight brakeman: back, leg and face bruised by being struck by Harrison avenue bridge, Boston, and thrown from top of a box car to a flat car.

July 24. — Gallon, F., yard conductor: head and face cut. Struck by butt of signal post which hangs down on east side of Broadway bridge, Boston.

July 26. — Wiltse, F., fireman: arm and side bruised. Train separated between air cars near West Pittsfield, and sudden stop threw Wiltse over coal boards.

July 26. — McCormick, T., freight brakeman: right side and arm bruised by being thrown against brake head. Train separated between air cars on account of draw-bar pulling out, near West Pittsfield.

July 29. — Farnum, John, passenger on excursion train: right hand jammed. Some unauthorized person applied air brake by conductor's valve, between forty-second and forty-third mile posts, stopping train suddenly. Farnum was on car platform with others; he claims to have dropped a cigarette, and, in reaching down to get it just as brake was applied, got his hand caught between buffer and car platform.

August 2. — Wilson, G. W., yard brakeman: lip cut and leg bruised slightly. Hanging on side of car, uncoupling, in Boston yard; car he was on struck another and threw him against grab-iron and corner of car.

August 2. — Campbell, A., freight conductor: ankle sprained and shoulder wrenched. Getting on caboose of moving train, at West Newton, his foot slipped and he was dragged along over sleepers.

August 3. — Van Buren, E., freight brakeman: foot sprained. Climbing up side ladder of car, at Ashland, lost his hold and fell to the ground, striking on the end of a sleeper.

August 3. — Ellis, J., freight brakeman: arm cut; no bones broken. When train was ready to leave Worcester on return trip to Boston, Ellis could not be found. It appears he returned to the yard in an intoxicated condition and got on front end of engine No. 71, which stood on track No. 4; when engine started he rolled off, and was either pushed along by engine or went under the foot-board.

August 4. — Hudson, J. T., freight brakeman: fingers of left hand jammed by getting caught between iron pipe and end of coal car, at Beacon Park yard; pipe shifted on car when air brake was applied.

August 6. — Cutler, Wayne (boy): right arm cut off. Stealing a ride on freight train, on Springfield grade; fell off and arm was run over.

August 8. — Kelley, Thos., freight brakeman: face, hands, legs and lower part of body scalded. Claimed he went to engine for drink of water; while there the arch plug blew out and he was scalded by escaping steam; accident happened two and a half miles east of Hinsdale.

August 10. — Buckley, E., freight brakeman: head hurt. Train pulling off siding at Somerville; he was looking toward rear end, and was struck by Mystic bridge.

August 12. — Stone, Chris., of Ashland, Mass.: killed. Was walking on track at Parks Corner, near South Framingham, and was struck by train No. 44.

August 12. — Wiggins, Chas. (eight years old): both legs cut off. While train was switching at Rogers Street siding, East Cambridge, this boy got on tank cars that were kicked out; he either fell or jumped off, and two tank cars passed over his legs.

August 18. — Foy, I. H., freight brakeman: hurt about the head by being struck by bridge No. 33 B, Wellesley.

August 19. — Brown, H., freight brakeman: left leg bruised above the knee. Thrown from door of caboose against platform railing by sudden application of air brake, near Fairfield.

August 19. — Dolloff, Chas. W., contractor's foreman: arm hurt. Switching engine was backing in to get some cars in Boston yard; he was working between cars, and engine hit him; he had no flag up.

August 19. — McGowan, J. J., freight brakeman: left foot crushed. While switching at South Framingham he made a misstep and foot went under wheel of car.

August 20. — Walsh, J., conductor of work train: face cut and back hurt. While standing on car platform he leaned forward to see if a brake was dragging, and was knocked off by an automatic signal; accident happened in West Springfield yard.

August 22. — Lennell, N., freight conductor: while getting on a moving car at Somerville his foot slipped through the step and sprained his ankle.

August 23. — Coughlin, M., freight conductor: brake released as he took hold of it, throwing him over on car, spraining his wrist, at Westfield.

August 24. — McCaul, H., freight brakeman: both feet hurt. Thrown from top of car to the ground by rear truck of tender of engine being derailed while backing over switch in Palmer yard.

August 24. — Unknown man: killed. Body found on track No. 2 at fifty-seventh mile post; man who claimed to have been with him said he jumped from a freight train and was run over.

August 25. — Walsh, B. A., freight brakeman: right hand smashed by getting caught between draw-bars while coupling cars at Palmer.

August 27. — Bushey, Victor, of Springfield, Mass.: toes of right foot run over. Trying to get on a passing freight train at Warren and fell.

August 27. — Stockwell, W. W., freight conductor: hand bruised by getting caught while coupling engine to car at trap-rock switch.

August 28. — Spiriti, Joe Santo, Italian laborer: left arm and back bruised. Was walking on track ahead of train No. 152 near Chestnut Hill station; whistle was sounded, he stepped into ditch beside track and engine passed him all right, but afterward came nearer, and steps of first car struck him on elbow and side.

August 29. — Unknown man: struck and killed by train No. 18 while trying to board a west-bound freight train in West Springfield yard.

August 30. — Secour, Henry (seven years old): fatally injured. Found lying beside track near turn-table in East Brookfield yard; supposed to have been struck by North Brookfield branch train while it was switching.

August 31. — Quinn, Thomas, trackman: killed. While at work in East Boston yard he was struck by a car which was being moved by switching engine.

September 2. — Reynolds, W. N., Boston, back hurt; Angela, Murette, Clinton, leg bruised; Teodoro, Pivetti, Clinton, back hurt: these were passengers in cars from New York, New Haven & Hartford Railroad that were being placed on "tank track" at South Framingham to be taken to Boston. Switching train started to put some freight cars on same track, and before the trains could be stopped they came together.

September 4. — Unknown man: killed. Body found lying between tracks near fifty-fifth mile post by train No. 32 at 5.25 A.M.

September 5. — Myers, John, Monson: right hand badly smashed and head cut. Found lying between tracks two miles west of Palmer; said he tried to get on a freight train and fell under the wheels.

September 8. — Jones, John P., of Chester, Mass.: fatally injured. Jones arrived at Chester on train No. 37, and was under the influence of liquor; he left the station about 10.05 P.M.; at 11.30 he was found near engine house switch with one arm and both legs cut off, and died soon after.

September 9. — Murphy, Edward (seven years old): both legs and left hand crushed; died of injuries. Was found beside track east of Fitchburg crossing, Somerville, after train No. 653 had passed.

September 9. — Gonly, James, section hand: killed. Was working on track No. 4 at South Framingham; did not see milk train in time to get out of the way, and was caught between car and platform.

September 10. — Condon, Stephen (fifteen years old): foot cut off. Got on freight train between Millbury Junction and Worcester, and in getting off, near tower No. 26, fell under train.

September 12. — Hogan, Ellen, car cleaner; Dacey, Mary, car cleaner: bruised and shaken up. Thrown down between seats, by cars that were being placed on track where they were at work striking the car they were in, at Exeter Street yard, Boston.

September 12. — Wilson, G. W., yard brakeman: cut on head. Struck by bridge No. 12 while switching in Huntington Avenue yard, Boston.

September 13. — Buchanan, A. G., freight brakeman: left arm crushed. Was in the act of hitching the safety chains between a New York, New Haven & Hartford and a Burton car at terminal yard, Boston, when draw-bars slipped by each other, catching his arm.

September 14. — Rideout, E., brakeman: head, hip and legs bruised. While switching freight in Milford yard he was standing with one foot on truck box trying to uncouple the cars while in motion, and was drawn in between a pile of sleepers and the car.

September 14. — Leech, Geo., of Boston: compound fracture of skull; died morning of the 18th. Was walking on track between Broadway and Albany Street bridges, Boston; stepped out of the way of train No. 84 and was struck by cars of train No. 10 as they were being backed from depot to yard.

September 18. — Calkins, C. E., engineer: head cut. As train was passing through Connecticut River bridge, Springfield, he put his head out of cab window to see if injector was working all right, and was struck by something, — he does not know what.

September 22. — Durkee, F. L., engineer: killed. Struck by train No. 7 while crossing track at North Adams Junction yard.

September 22. — Scartosi, Primo, head bruised; Tozelli, Mary, shoulder dislocated: these children (about two years old) were walking on track about three-fourths of a mile north of Milford station, and were struck by engine of train No. 255.

September 23. — Fraser, H. S., brakeman: finger burst. Chain on operating lever was broken, and he had to couple by hand; finger caught by chain, at Beacon Park yard.

September 25. — Desloury, W., freight brakeman: side hurt. While making a running switch at Becket, Desloury was riding on side of car; car was derailed and he was thrown to the ground.

September 25. — Sculley, Michael (eight years old): one foot cut off. Tried to get on a moving gravel train at East Cambridge and fell under car.

September 26. — Stickles, John: arm crushed. Tried to get on a freight train as it was passing through Pittsfield yard and fell.

September 27. — O'Connor, Roderick: left foot jammed. Stealing a ride on freight train at South Framingham, and got his foot caught between draw-bars.

September 28. — Dumphrey, E., freight brakeman: right leg bruised. While switching at West Springfield yard he was on flat car loaded with trucks; load shifted on account of sudden application of air brake, and Dumphrey's leg was caught between a truck and the end of next car.

September 29. — Kelley, Michael F., trespasser: this man was found lying between tracks, a mile west of Ashland, by train No. 13; he was unconscious, and was taken to Worcester and sent to city hospital, where he died about noon.

September 29. — Bell, Mike, section man: leg run over. Was working on turnout at North Adams Junction, cleaning up track, while train was switching, and was knocked down by a car.

October 2. — McMahon, M., freight brakeman: left shoulder dislocated. While getting off a car at Beacon Park yard his foot slipped on ladder, bringing his whole weight on left shoulder.

October 6. — Dunbar, Thos., freight brakeman: face cut and bruised and left foot and right wrist sprained. Jumped from train while it was in motion, at North Adams Junction, and fell.

October 6. — Williams, A., yard conductor: while getting on an oil tank car at East Boston a stake broke and he fell to the ground, hurting his back and side.

October 7. — Stickney, H. F., engineer: head cut slightly. Had his head out of cab window looking for signals, and was struck by a car standing on spur track at tower No. 40, Springfield.

October 9. — Grieves, C., fireman: left hand burned. Barring up fire in engine No. 68 at West Springfield yard; engine leaked, and force of steam blew fire out on his hand.

October 10. — Elgunn, A., yard brakeman: little finger of right hand jammed by getting caught while coupling engine to smoking car, at Springfield yard.

October 12. — Stacy, G., freight brakeman: index finger of right hand cut off by getting caught between draw-bars while coupling cars at Ludlow.

October 13. — Roach, Thos., freight brakeman: two ribs cracked, and hurt internally. Thrown against end of car by sudden application of air brake, at Mittineague.

October 14. — Mosher, A. W., freight brakeman: arms and left side bruised. While going up ladder of car, about two miles east of North Wilbraham, the grab-iron on top of car came off, and he fell to the ground.

October 14. — Edmonds, A. W., conductor: little toe of right foot crushed and side of foot jammed. Getting on engine at Lake crossing, his foot slipped off step and went under tender wheel.

October 16. — Frankland, W. F., expressman: left arm broken and back hurt. Was crossing to platform on north side at South Framingham when train No. 1 was backing up on track No. 2, was struck by rear car and thrown down.

October 17. — McLoughlin, C. J., freight brakeman: knee and stomach hurt. Rode three cars into Springfield freight house yard, and let them strike other cars so hard that he was thrown against brake wheel.

October 20. — Lyford, Fred A., trespasser: bad cut over right eye, and one side paralyzed; died of injuries. Found lying beside track near sixty-second mile post about 6.00 A.M., October 21; supposed to have been struck by a train some time during the night.

October 20. — Moen, P., of Schenectady, N. Y.: knee hurt and bruise over right eye. Stepped from train No. 36 before it had stopped, at Worcester, and fell.

October 22. — Potvin, N., trespasser: left arm run over and hip hurt. Tried to get on a moving freight train about one-fourth of a mile east of South Spencer, and fell.

October 22. — Unknown man: killed. Body found about three hundred feet east of Tariffville Junction. Supposed to have been struck by train No. 352, as blood was found on the engine of that train.

October 24. — Sargent, Gilbert, assistant conductor: bone broken in hand and head bruised. Stepped from train No. 180 at junction of tracks 1 and 2, terminal station, Boston, and fell.

October 25. — Sullivan, John, Jr., of Westfield: one leg and part of one foot cut off. Said he was walking on track, and was struck by train No. 32, near Westfield.

October 27. — Fish, A. L., freight brakeman: little finger of right hand bruised. While chaining up car with broken draw-bar, at West Springfield yard, he was tightening chain with a bolt; slack of train came back and caught his finger under bolt head.

October 28. — Goldsmith, J., freight brakeman: right leg bruised. Air hose burst, near Jamesville, and sudden application of air brake threw Goldsmith against stove in caboose.

October 28. — Merrill, C. H., freight brakeman: shoulder bruised and face cut. Was riding three cars of coal at Newton Centre; brake-dog slipped off, and Merrill was thrown in middle of track, three cars going over him.

November 1. — Bartholomew, A. B., freight brakeman: fingers of left hand strained. Knuckles uncoupled and train separated, at West Brimfield; sudden application of air brake threw Bartholomew from deck of caboose to the floor.

November 1. — Luddy, G. R., brakeman: as train No. 126 was about to take on car No. 26 at Newton Highlands, Luddy stepped between to hook safety chains, and says he was hurt.

November 2. — Flynn, Patrick: badly bruised. Went under gate at Green Street crossing, Worcester, was struck by cylinder of engine of train No. 1 and thrown down.

November 3. — Hinkerman, — (boy): left leg cut off above the knee; died in about twelve hours. Tried to get on caboose of train No. 481, at Maple Grove, and fell under wheels.

November 3. — Sheridan, F., freight brakeman: left ankle and side hurt. Was applying brake on New York Central car No. 17643, about three-fourths of a mile west of Chester, when the hook on brake connection broke and let brake off so suddenly that Sheridan lost his balance and fell to the ground.

November 5. — Muzner, C., lamp man: legs cut off; died of injuries. Attempted to cross tracks ahead of a freight train, at North Adams Junction, tripped on rail, fell and was run over.

November 6. — Wallis, H. A., of West Everett, Mass.: hand cut. Stood on platform at Columbus Avenue station, and so close to edge that empty cars of train No. 104, backing out, struck his left arm.

November 9. — Knott, R. H., of Cambridge, Mass.: fatally injured. Walking between tracks Nos. 2 and 3, about five hundred feet west of tower No. 4, Boston yard, stepped in front of train No. 87 and was struck.

November 10. — Haskins, Mary, car cleaner: thrown to the floor and bruised by car she was working in being struck by another car thrown on track by switching engine, at Exeter yard, Boston.

November 12. — Woodworth, C. A., section man: killed. He rode on engine No. 156 from east end of section No. 4, Russell; his body was found at west end of section; supposed to have been struck by train No. 346, when he got off engine No. 156.

November 13. — Pearl, Matthew, freight brakeman: killed. Fell from train, one-fourth of a mile east of West Pittsfield station, and was run over.

November 14. — Jordan, Peter: bad scalp wound and both legs broken; died of injuries. Driving over "Black House" crossing, one mile south of Gilbertville, and team was struck by train No. 453; horse was killed and wagon demolished.

November 15. — Potter, J. E., freight brakeman: head and wrist hurt. Was applying brake on a coal car at Rochdale; his hand slipped on brake wheel and he fell to the ground, striking on his head.

November 18. — Barrett, Clarence, yard brakeman: head and face bruised and jaw dislocated. Switching engine No. 24 with three cars was standing in terminal yard, Boston, and engine No. 227 ran against rear end; Barrett was thrown to the ground.

November 19. — Hess, —, of Schenectady, N. Y.: bruised about the face. Jumped from train No. 36 before it had stopped, at Pittsfield, and fell.

November 23. — Burke, Mary (colored), of West Newton: left foot crushed; head and back hurt. She was picking up coal in West Newton freight yard, got in the way of switching train, was struck by corner of a car and knocked down.

November 23. — Langaway, T., freight brakeman: head bruised and leg sprained. While making a running switch at Ashland he was between cars trying to pull pin; he failed and stuck his leg out to give engineer motion to stop; his foot caught on cross-over switch, pulling him from car, and he fell to the ground.

November 26. — Brusoe, J., freight brakeman: right hip and ankle hurt. He was on side ladder of car, at West Springfield yard, was struck by signal pole and thrown to the ground.

November 26. — Gaffney, Mrs., of Worcester: wrist sprained. Got on train No. 140 at Worcester to see her daughter, and in leaving train after it had started stepped off backward and fell.

November 26. — Fountain, Arthur, and milk team: Fountain fatally injured, horse hurt so it had to be killed, wagon demolished. Fountain was driving milk team over Langley Road crossing, Newton Centre, and team was struck by engine of freight train.

November 27. — Clark, Frank, of Lowell, Mass.: badly cut about the head and feet. Jumped from an east-bound freight train, at South Spencer, and was struck by a west-bound train.

November 27. — Unknown man: killed. Jumped from an east-bound freight train at South Spencer, and was struck by a west-bound train.

November 28. — Sherman, L., freight brakeman: ankle sprained. Train backed off at Charlton for train No. 2; twenty cars were put on siding and stopped, but Sherman did not have enough brakes set, and they started back;

the caboose and rear truck of hind car went off the track, and Sherman fell from car to the ground.

November 29.—Mehan, John, of Watervliet, N. Y.: foot crushed. Says he was riding on front end of engine of freight train, and in getting off at State line slipped and fell, engine passing over his foot.

November 30.—Doran, Fred., passenger: leg and ankle hurt. Jumped from "work train" before it had stopped, at Mittineague, stumbled and fell, and tender of engine of train No. 337 struck him.

November 30.—Cummings, M., freight brakeman: head and arm bruised. Fell from top of a car to the ground at Palmer; says he does not know how he happened to fall.

December 1.—McCarthy, James, freight brakeman: face bruised, nose skinned and neck lamed. Struck and knocked down on car by bridge No. 166 at North Adams Junction.

December 5.—Unknown man: killed. Struck by engine of train No. 146 near Boylston Street bridge, Boston.

December 5.—Cummings, P. J., freight brakeman: left hand bruised and jammed by getting caught while coupling cars at West Springfield yard.

December 5.—Hall, L., engineer; Sickles, J., engineer; Shea, J., fireman: all more or less bruised; not seriously injured. Engines Nos. 77 and 144 on east-bound freight trains collided at switch at Fitzgerald's crossing, about one mile east of Athol Junction.

December 8.—Holland, James, employee New York, New Haven & Hartford Railroad: head hurt. When Boston & Albany engine No. 207 backed on to rear of New York, New Haven & Hartford train to take off mail car, Holland was inspecting train and was knocked down when coupling was made.

December 9.—Colbert, Thos., freight brakeman: back injured, head cut and bruised. While coupling cars at east end of freight house platform at Westfield he stepped cut to give signal, and was caught and rolled between car and platform.

December 9.—Bullis, C., freight brakeman: thumb of right hand bruised by getting caught while coupling cars at West Springfield yard.

December 9.—Unknown man: killed. Was walking on track between Harrison Avenue and Broadway bridges, Boston, and was struck by empty cars of train No. 47 as they were being backed from yard to station.

December 9.—Fisk, Jason H. (seventeen years old): killed. Went out of station at Huntington as local freight was passing, started to cross track and was struck by train No. 19.

December 11.—Benedict, J. E., passenger: head cut. As train No. 23 slowed down near tower No. 40, Springfield, he stepped off and fell, striking on his head.

December 12.—Murphy, W. W., freight brakeman: back bruised. While applying brake on M. D. car No. 7525 in Beacon Park yard the brake chain broke and he fell onto a flat car.

December 14.—Smith, John, freight brakeman: fell from a car to the ground while switching in Worcester yard, and sprained his ankle.

December 15.—Elgunn, A., yard brakeman: back and thigh bruised and left wrist sprained. Was climbing up ladder of a car, in Springfield yard, when car he was on struck another and he was thrown to the ground.

December 20.—Ingraham, H., engineer; Coman, E., fireman: Ingraham badly cut about head and face and one eye forced from socket; Coman's head

and face cut and wound on left leg. Caused by boiler of engine No. 86, train No. 475, exploding when train was about twenty rods north of South Athol.

December 24. — Williams, Arvid, yard conductor: right leg run over above the ankle. Supposed to have slipped while getting off engine at "new yard," East Boston.

December 29. — Knoblock, F., freight brakeman: shoulder bruised. Making a run of caboose at Brighton stock yard, and in leaning over to throw the switch caboose struck his shoulder and knocked him down.

January 1, 1900. — Dagle, Frank, freight conductor: right arm and two ribs broken, also injured internally. Trying to hitch up steam shovel No. 4 to a Boston & Albany flat car, at Riverside yard, and was caught between coal box of shovel and end of car.

January 2. — Brunnell, Nelson: killed. Walking home on the railroad, and when near Mittineague station was struck by train No. 337.

January 5. — Whidden, Geo. J., fireman: right arm, stomach and back hurt. Engine No. 26 was pushing cars onto side track at East Boston yard, and Whidden was caught between a car and handle of turn-table.

January 7. — Denno, J., freight brakeman: second finger of right hand bruised by getting caught between draw-bars while coupling caboose to car at West Springfield yard.

January 7. — Hoey, A. J., brakeman: back and hips hurt. Train No. 242 was backing over at Westborough to leave car; brake-dog slipped, Hoey lost his balance and fell to the ground.

January 10. — Bates, J. W., fireman: engine No. 11, with a few cars attached, was standing on receiving track of Boston & Maine Railroad (south division) at Somerville, and Bates was lighting forward headlight, when Boston & Maine switcher backed onto cars and Bates was thrown to the ground, hurting his hip.

January 12. — Bowen, W. L., freight brakeman: left leg run over above knee; died of injuries. While going down ladder of car near North Grafton he slipped and fell to track.

January 16. — Bourdon, W., freight brakeman: shoulder and side slightly injured by getting caught between two cars while coupling at West Springfield yard; forgot to turn sideways when he went in.

January 25. — McEvoy, W., freight brakeman: badly bruised. While switching at Warren he was walking on track with his back toward engine, was struck by tender and thrown down, the engine passing over him.

January 25. — McNamara, D., freight brakeman: head and face bruised. Going up side ladder of car while making up train in West Springfield yard, was struck by water spout and thrown to the ground.

January 27. — Brosseau, R. A., freight brakeman: left ankle sprained and hip bruised. Going from head car to engine to light lantern which had gone out; smoke from engine obscured his view, and he fell between engine and car to the ground; accident happened at Palmer.

January 27. — Bunker, Moses, trespasser: head and face cut. Was found lying in ditch beside track east of tower No. 26, Worcester, at 10.25 p.m.

February 1. — Lowe, J. C., brakeman: when train No. 538 arrived at lower end of track No. 10, in Riverside yard, it stopped, as is customary, to disconnect engine, and Lowe was missing; on return trip he was found near track No. 10, but could not tell how he came to be there or what had happened; his head was cut and he seemed dazed.

February 3. — Groom, Herbert: two toes of right foot crushed. Jumped from train No. 54 before it had reached the station, at South Framingham, and foot went under wheel.

February 4. — Lee, Dudley, trespasser: legs run over; died of injuries. Found lying on track under Ferdinand Street bridge, Boston.

February 6. — Griffin, John, yard brakeman: flesh wound to thumb of left hand by getting caught while coupling cars at West Springfield yard.

February 6. — Handy, W. E., of Hanover, Mass.: killed. Body found at 9 p.m. on track under Boylston Street bridge, Boston.

February 7. — Bruso, Wm., yard brakeman: flesh torn from finger by getting caught while coupling cars at Springfield station.

February 10. — Riordon, John, of Roxbury, Mass.: head cut. Walking on track between West Warren and Warren, stepped out of the way of train No. 42, then fell back against train; intoxicated.

February 15. — Fields, Fred A., brakeman: end of thumb jammed by getting caught while coupling engine to coach at North Adams.

February 17. — Greer, E. D., fireman: head cut. Leaning out of cab window as train was pulling into West Springfield yard, and was struck by signal pole.

February 19. — Clark, G. C., brakeman: face bruised and wrist sprained. Was in caboose at Beacon Park when it was struck by a car thrown against it by switching engine.

February 20. — Walker, J. M., conductor: middle finger of left hand split open and nail torn off. While holding up lever to uncouple cars, got finger caught between lever and next car; accident happened at East Village, Webster.

February 24. — Unknown man: killed. Walking on track about half a mile west of Charlton station, and was struck by train No. 54.

February 25. — Goffe, Jacob, of Worcester, Mass.: bruised about the hips. Boys, playing about the baggage trucks at union station, Worcester, pushed one against switching engine No. 20; truck was overturned and this boy thrown off.

February 26. — Gordon, Michael: one rib broken and leg slightly injured. Was walking on track near Everett, on Grand Junction branch, and was struck by engine No. 158.

March 1. — Mahar, T. P., freight brakeman: concussion of brain. Train had parted; Mahar had been on engine to get instructions from engineer, and in getting back on train was struck by overhead bridge just west of West Newton.

March 1. — McInerney, T., freight brakeman: knee cap fractured and right shoulder lamed. Struck by limb of a tree that projected over coal track at Newton Centre, and thrown from car against headlight and then to ground.

March 2. — Kirby, James, yard brakeman: cut on back of head. Standing on a high car, and his head came in contact with Connecticut River bridge, Springfield.

March 3. — Phenix, C. A., freight brakeman: foot and arm hurt. While switching in Palmer yard two cars "cornered" and Phenix was thrown from car to the ground.

March 8. — Martin, Wm., yard brakeman: hands caught between draw-bars while coupling cars at Beacon Park yard, and middle finger of each hand crushed.

March 10. — Perry, B., yard brakeman: right arm, left leg and side sprained.

While switching in Springfield freight yard the train separated, and when the two sections came together Perry was thrown from car, but caught hold of ladder as he was going down.

March 12. — Hodecker, Frank, horse and wagon: Hodecker, right arm and left leg bruised; horse killed; wagon broken. Struck by train No. 488 at Anthony's (private) crossing, between Renfrew and Adams; driver heard train and tried to stop, but horse became frightened and he could not manage it.

March 16. — Lavalley, Gilbert, freight brakeman: scalp wound. He was going up side ladder of a car as train was passing Chester, and was struck by stand-pipe.

March 26. — Favreau, H., yard brakeman: legs bruised. "Kicking" baggage car from track No. 4 to track No. 5 at Springfield passenger station; draw-bars slipped by, breaking operating lever on engine and catching Favreau's legs.

April 2. — Unknown man: killed. Body found lying on track a mile and a half west of West Warren station, at 4.55 A.M., by crew of freight train.

April 9. — Palecek, Benj. (11 years old): right leg cut off below knee. Tried to get on a moving freight train in West Springfield yard and fell with his leg across rail.

April 11. — Rumrill, R. H., freight brakeman: thumb and finger bruised by getting caught while coupling engine and car at North Wilbraham.

April 11. — Rich, Jas. W., of Boston: bruised about head and chest by brake connection rolling him when engine started car. He was asleep under car on repair track at North Adams Junction.

April 15. — Donovan, Michael E., of Boston: right foot crushed. Stealing a ride on a freight train, fell off about a mile east of Charlton and his foot was run over.

April 15. — Bennett, John, brakeman on work train: right leg crushed. While switching at Parks Corner he was riding off three cars; brake-staff broke and he fell to the ground, two wheels passing over his leg.

April 20. — Favreau, H., yard brakeman: knee hurt. Was riding on engine in Springfield freight yard; had his knee against cab and his heel against tank, and in going around curve his leg was squeezed.

April 24. — McAuliff, John, trespasser: cut and bruised about the head and right leg sprained. Was picked up by section men at 6.30 A.M., at west end of South Spencer yard; said to have walked off a freight train.

April 25. — Duba, Geo., freight brakeman: arm broken. While walking over train, one mile west of Russell, he slipped and fell to the ground.

April 25. — Lougharan, Michael, employee American Express Company: foot injured. Drawing a truck across track No. 3 at Springfield passenger station as train No. 475 was coming in; he did not see train, was struck and knocked down, but he hung onto pilot of engine until train stopped, and escaped serious injury.

April 25. — McCaron, D. E., trespasser: cut about the face. Stealing a ride between mail and express cars of train No. 14, jumped from train before it had stopped, at Chester, and fell on platform; he was intoxicated.

April 25. — McGowan, J. J., freight brakeman: cut about the head, and face scratched, by striking head against bridge guard at bridge No. 37 D, South Framingham, and being thrown down on top of car.

May 1. — Unknown man: killed. Walking on track half a mile west of Southville station and was struck by train No. 18.

May 2. — Burns, John, freight brakeman: right leg bruised and ankle sprained. Engine No. 80, with one car, was pulling off track No. 3, West Springfield yard, was run into by engine No. 54, raising car up so that Burns was thrown from car to the ground.

May 2. — Minch, B., freight brakeman: neck and left arm bruised. When engine No. 80, with one car, was pulling off track No. 3 at West Springfield yard, it was run into by engine No. 54; Minch was on forward ladder of car, was shaken off and fell to the ground.

May 2. — Nagiel, J., section man: killed. Stepped from pay car, crossed in rear of car in front of train No. 231, and was struck by pilot beam of engine; accident happened near tower No. 10, Beacon Park yard.

May 6. — Daley, Timothy: four fingers cut off and side of face bruised. Tried to get on a moving freight train at North Grafton yard and fell.

May 7. — Unknown man (Italian): killed. Walking on track between Mittineague and Westfield and was struck by train No. 37.

May 14. — Cook, Edward, of Norwalk, Conn.: head cut, arms injured and hands bruised. Claims he tried to get on a freight train between West Brookfield and Brookfield and fell.

May 15. — Ross, Evans, porter, New York & Boston Express Line: killed. Attempted to board empty draft of train No. 33 as it was passing Huntington Avenue station, Boston, and was thrown under train.

May 17. — McGuire, J., freight brakeman: leg bruised. Handle on Boston & Albany car No. 71 pulled partly off and let him fall, in East Boston yard.

May 17. — Ward, Geo., fireman: arm thrown out of joint. While taking water at North Adams Junction the engine unexpectedly backed up, and spout threw Ward from tender to the ground.

May 18. — Williams, F. E., freight conductor: head and right knee bruised. Engine separated from train in Worcester yard, and Williams was thrown against door of caboose by sudden application of air brake.

May 22. — Dillon, Wm., trespasser: leg broken below the knee. Was walking on track and was struck by piece of broken draw-bar that flew out from freight train switching at North Adams Junction.

May 22. — Hennessey, Patrick, laborer: abdomen, right hand and left leg injured. Switching engine No. 18 was setting a car at coal pocket, Boston; Hennessey was going between car and pocket with a wheelbarrow, and was struck and thrown down.

May 26. — Bourdon, W. F., freight brakeman: fatally injured. Caught between draw-bars while coupling cars at Jamesville.

May 31. — Mullalley, Frank, laborer: head cut and wrist bruised. Switching train was putting some cars on freight house track, at Springfield freight house; they struck car Mullalley was in, and he was thrown down.

June 1. — Jennings, Chas. M., freight brakeman: toes of left foot crushed and face scratched. Jumped from engine of his train while it was in motion in North Adams Junction yard, and was struck by tender of engine No. 64, which was backing up on next track.

June 1. — Smith, G. C., freight brakeman: side and hip bruised. Standing on stirrup of Boston & Albany car No. 3589 to cut off car behind it, at North Grafton, was struck by car on next track and thrown to the ground.

June 2. — Humphrey, John W., horse and carriage: Humphrey had collar bone and one rib broken; horse was killed and carriage demolished. Driving over crossing at West Oxford (flag station), and was struck by train No. 403.

June 12. — Cady, F. E., foreman: ankles sprained. Switching engine was placing pile driver car on repair track; Cady was on roof of pile driver and motioned engineer to stop; engineer applied air brake, and sudden stop threw Cady from roof to floor of car; accident happened at West Springfield yard.

June 12. — Egar, F. S., freight brakeman: killed. Fell from west-bound freight train No. 641 near Pittsfield station and was run over.

June 13. — O'Neil, Patrick, car cleaner: fatally injured. Engine No. 150 with four cars was backing east on fourth track; O'Neil was working in passenger car yard, Springfield, stepped too near track and was struck by engine; died in about four hours.

June 16. — Dee, Michael (about ten years old): both legs and right hand crushed. While stealing a ride on a freight train he fell off at East Cambridge yard and one car went over him.

June 16. — Knutson, Neil, car inspector: left foot cut off, left shoulder dislocated and head bruised. Fell under while trying to get on the cars of train No. 12 as they were being switched in Exeter Street yard, Boston.

June 17. — Costello, Miss Belinda: head and arm bruised. She was assisting a small child onto train No. 246 at Wellesley; was on step to car when train started, and fell to the walk.

June 25. — LaValley, W., freight brakeman: head cut badly. While train was backing off at West Brookfield he was standing on rear platform or steps of caboose, and, leaning out, was struck by base of mail crane.

June 27. — Andrews, Robert, of Huntington, Mass.: fatally injured. Was found on track No. 2 by crew of freight train near Russell, taken to Huntington on train No. 55, and died soon after reaching there.

June 28. — White, Mrs. M., Greylock, Mass.: hand bruised and dress torn. Trying to get on train No. 489 after it had started, at North Adams, she fell between wheels and curbing.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Bliss, *President*, Boston, Mass. Edward D. Hayden, *Vice-President and Clerk of Corporation*, Boston, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass. Samuel Hoar, *General Counsel*, Boston, Mass. Myron E. Barber, *General Auditor*, Boston, Mass. Walter H. Barnes, *General Manager*, Boston, Mass. Henry B. Chapin, *General Traffic Manager*, Boston, Mass. Arthur S. Hanson, *General Passenger Agent*, Boston, Mass. Hamilton Perkins, *General Freight Agent*, Boston, Mass. William R. Robeson, *Superintendent*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Bliss, Boston, Mass. Augustus G. Bullock, Worcester, Mass. Zenas Crane, Dalton, Mass. Edward L. Davis, Worcester, Mass. Eben S. Draper, Hopedale, Mass. Reginald Foster, Boston, Mass. Edward D. Hayden, Woburn, Mass. Samuel Hoar, Concord, Mass. Albert C. Houghton, North Adams, Mass. James A. Rumrill, Springfield, Mass. Stephen Salisbury, Worcester, Mass. Charles S. Sargent, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM BLISS,
EDWARD D. HAYDEN,
CHARLES S. SARGENT,
SAMUEL HOAR,
A. G. BULLOCK,
EBEN S. DRAPER,
EDWARD L. DAVIS,
REGINALD FOSTER,

Directors.

FRANK H. RATCLIFFE,

Treasurer.

WALTER H. BARNES,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Aug. 7, 1900. Then personally appeared the above-named William Bliss, Edward D. Hayden, Charles S. Sargent, Samuel Hoar, A. G. Bullock, Eben S. Draper, Edward L. Davis, Reginald Foster, Frank H. Ratcliffe and Walter H. Barnes, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WOODWARD HUDSON,

Justice of the Peace.

RETURN

OF THE

BOSTON & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$860,862 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$7,000 00
Interest on funded debt,	331,510 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	338,510 00
NET DIVISIBLE INCOME,	\$522,352 00
Dividends declared (8 per cent),	\$522,352 00
Amount of surplus June 30, 1899,	\$1,436,063 91
TOTAL SURPLUS JUNE 30, 1900,	\$1,436,063 91
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	Dr.
Cost of road,	\$11,754,325 56
Cost of equipment,	833,583 94
Stock of St. Johnsbury & Lake Champlain Railroad Company,	\$360,470 50
Stock of Peterborough Railroad Company,	19,860 00
Stock of Essex Marine Railway Company,	3,725 00
	384,055 50
Bonds of Central Massachusetts Railroad Com- pany,	\$2,000,000 00
Bonds of St. Johnsbury & Lake Champlain Railroad Company,	895,000 00
	2,895,000 00
TOTAL PERMANENT INVESTMENTS,	\$15,866,965 00

Cash,	\$15,798 39	
Due from solvent companies and individuals,	759,459 93	
TOTAL CASH AND CURRENT ASSETS,		\$775,258 32
TOTAL,		\$16,642,223 32
LIABILITIES.		CR.
Capital stock,		\$6,529,400 00
Funded debt,		8,310,000 00
Current liabilities:		
Dividends not called for,	\$261,352 00	
Matured interest coupons unpaid (including coupons due July 1),	37,695 00	
Miscellaneous current liabilities:		
Premium and discount on bonds,	1,056 25	
Miscellaneous account,	7,141 14	
TOTAL CURRENT LIABILITIES,		307,244 39
Accrued liabilities: rentals accrued and not yet due,		59,515 02
Profit and Loss balance (surplus),		1,436,063 91
TOTAL,		\$16,642,223 32
CAPITAL STOCK.		
Capital stock authorized by law,	\$7,379,400 00	
Capital stock authorized by votes of company,	6,529,400 00	
Capital stock issued and outstanding,		\$6,529,400 00
Number of shares issued and outstanding,	65,294	
Number of stockholders,	2,126	
Number of stockholders in Massachusetts,	1,783	
Amount of stock held in Massachusetts,	\$5,644,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Debentures dated July 1, 1876,	6	July 1, 1896,	\$1,000 00	-
Debentures dated May 1, 1889,	4½	May 1, 1903,	250,000 00	\$11,250 00
Debentures dated Sept. 1, 1885,	4	Sept. 1, 1905,	500,000 00	20,000 00
Debentures dated Nov. 1, 1886,	4	Nov. 1, 1906,	500,000 00	20,000 00
Debentures dated June 1, 1887,	4	June 1, 1907,	2,000,000 00	80,000 00
Debentures dated July 1, 1887,	4	July 1, 1907,	325,000 00	13,000 00
Debentures dated April 1, 1889,	4	April 1, 1909,	350,000 00	14,000 00
Debentures dated April 1, 1892,	4	April 1, 1932,	1,000,000 00	40,000 00
Debentures dated Feb. 1, 1893,	4	Feb. 1, 1913,	1,000,000 00	40,000 00
Debentures dated March 1, 1895,	4	March 1, 1915,	500,000 00	20,000 00
Debentures dated July 1, 1896,	4	July 1, 1916,	750,000 00	30,000 00
Debentures dated Oct. 1, 1897,	4	Oct. 1, 1917,	200,000 00	8,000 00
Debentures dated Oct. 1, 1898,	4	Oct. 1, 1918,	214,000 00	8,560 00
Debentures dated July 1, 1899,	3½	July 1, 1919,	620,000 00	21,700 00
Note to Nashua & Lowell Railroad Corporation,	5	July 1, 1900,	100,000 00	5,000 00
TOTALS,			\$8,310,000 00	\$331,510 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	26.750	26.750
Length of branch line,*	85.000	70.200
TOTAL LENGTH OF LINE OWNED,	111.750	96.950
Length of second track,	41.910	41.910
Length of side track, etc.,*	119.620	112.790
TOTAL LENGTH OF TRACK OWNED,	273.280	251.650

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter C. Baylies, *Vice-President*, Taunton, Mass. Henry B. Cabot, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter C. Baylies, Taunton, Mass. T. Jefferson Coolidge, Manchester, Mass. Francis L. Higginson, Boston, Mass. Edwin Morey, Boston, Mass. W. Powell Mason, Walpole, N. H. Charles E. Cotting, Boston, Mass. Henry B. Cabot, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WALTER C. BAYLIES,
T. JEFFERSON COOLIDGE,
W. POWELL MASON,
F. L. HIGGINSON,
CHAS. E. COTTING,
HENRY B. CABOT,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 4, 1900. Then personally appeared the above-named Walter C. Baylies, Charles E. Cotting and Henry B. Cabot; and on Sept. 6, 1900, the above-named T. Jefferson Coolidge, W. Powell Mason and Francis L. Higginson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE D. BURRAGE,
Justice of the Peace.

* Including one-half of Manchester & Keene Railroad.

RETURN

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$22,301,764 04
Operating expenses,	15,569,626 69
<hr/>	
NET EARNINGS FROM OPERATION,	\$6,732,137 35
 Dividends received on stocks owned:	
Maine Central R.R. (25,160 shares, 6 per cent),	\$150,960 00
Portland & Rochester R.R. (4,821 shares, 6 per cent),	28,926 00
Portland & Ogdensburg R.R. (3,952 $\frac{1}{2}$ shares, 2 per cent),	7,904 80
St. Johns Bridge & R'y Ext'n Co. (240 shares, par \$50, 5 per cent),	600 00
Portland, Saco & Portsmouth R.R. (35 shares, 6 per cent),	210 00
Portsmouth & Dover R.R. (3 shares, 6 per cent),	18 00
Portsmouth & Dover R.R. extra dividend (3 shares, 60 cents),	1 80
Vermont Valley R.R. (owned by Conn. River R.R., 9,734 shares, par \$50, 6 per cent),	29,202 00
Suncook Valley R.R. (owned by C. & M. R.R., 630 $\frac{1}{2}$ shares, 6 per cent),	3,783 60
Pemigewasset Valley R.R. (owned by C. & M. R.R., 381 shares, 6 per cent),	2,286 00
New Boston R.R. (owned by C. & M. R.R., 100 shares, 4 per cent),	400 00
Mt. Washington R'y (owned by C. & M. R.R., 1,099 shares, 3 per cent),	3,297 00

Dividends received, etc. — *Concluded.*

Mt. Washington R'y (owned by C. & P. R. R.R., 194 shares, 3 per cent), . . .	\$582 00	
Peterborough R.R. (owned by B. & L. R.R., 331 shares, 4 per cent), . . .	1,324 00	
Wells River Bridge Co. (owned by C. & M. R.R., 52 shares), . . .	62 40	
		\$229,557 60

Interest received on bonds owned:

Central Mass. R.R. (\$100,000 1 year, 5 per cent), . . .	\$5,000 00	
Woodsville Aqueduct Co. (owned by B. & M. R.R., \$5,450, 1 year, 4 per cent), . . .	218 00	
Woodsville Aqueduct Co. (owned by C. & M. R.R., \$10,000, 1 year, 4 per cent), . . .	400 00	
		5,618 00

Miscellaneous income, less expense of collecting:

Rents of tenements, lands, etc., . . .	\$294,414 77	
Less expense, . . .	40,056 73	
		\$254,358 04
Bridge tolls, . . .	\$8,920 35	
Less expense, . . .	1,430 00	
		7,490 35
Interest received, . . .	20,082 51	
Sundry items, . . .	5,619 39	
		287,550 29

TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, \$522,725 89

GROSS INCOME ABOVE OPERATING EXPENSES, . . . \$7,254,863 24

Charges upon income accrued during the year:

Interest on funded debt, . . .	\$1,052,785 00	
Interest and discount on unfunded debts and loans (real estate mortgages, etc.), . . .	35,378 45	
Taxes: . . .		
Taxes, . . .	\$1,162,018 42	
Revenue stamp tax, . . .	38,580 23	
		1,200,598 65

Rentals of leased roads:

Boston & Lowell R.R., . . .	\$760,862 00
Concord & Montreal R.R., . . .	763,567 68
Connecticut River R.R., . . .	351,600 00
Wor., Nash. & Roch. R.R., . . .	250,000 00
Conn. & Pass. Rivers R.R., . . .	213,000 00
Northern R.R., . . .	216,104 00
Cent. Massachusetts R.R., . . .	177,084 64
Manchester & Law. R.R., . . .	112,960 00
Port., Saco & Portsmouth R.R. (6 months), . . .	45,000 00
Nashua & Lowell R.R., . . .	73,000 00
Lowell & Andover R.R., . . .	52,500 00
Portsmouth & Dover R.R. (6 months), . . .	23,070 00

Charges upon income accrued, etc. — *Concluded.*Rentals of leased roads — *Con.*

Massawippi Valley R.R., .	\$40,000 00
Concord & Ports'h R.R., .	25,000 00
Stony Brook R.R., .	21,500 00
Wilton R.R., .	20,400 00
Peterborough R.R., .	15,700 00
Suncook Valley R.R., .	14,700 00
Kenneb'k & K'b'kport R.R.,	2,925 00
New Boston R.R., .	2,800 00
Pemigewasset Valley R.R.,	32,790 00

\$3,214,563 32

Newport & Rich-	
ford R.R.,	\$17,500 00
Sub-let to C. P.	
R'y for .	18,000 00

Credit,	500 00
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\$3,214,063 32

Payments to sinking funds:

Eastern R.R. (less certifi-	
cates cancelled), . .	\$13,432 25
Boston & Maine R.R., .	51,285 00

64,717 25

TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .

\$5,567,542 67

NET DIVISIBLE INCOME,

\$1,687,320 57

Dividends declared during the year payable on —

October 1, 1899, 1½ per cent on \$17,868,500 common,	\$312,698 75
January 1, 1900, 1½ per cent on \$17,892,500 common,	313,118 75
April 2, 1900, 1½ per cent on \$19,937,400 common,	348,904 50
July 2, 1900, 1½ per cent on \$20,067,300 common,	351,177 75
September 1, 1899, 3 per cent on \$3,149,800 preferred,	94,494 00
March 1, 1900, 3 per cent on \$3,149,800 preferred,	94,494 00
Amount paid in lieu of dividends on stock exchanged for stock of roads purchased,	416 50

TOTAL DIVIDENDS DECLARED,

1,515,304 25

Surplus for the year ending June 30, 1900,

\$172,016 32

Amount of surplus June 30, 1899,

1,758,989 73

\$1,931,006 05

Debits to profit and loss account during the year:

Dividend on common stock paid July 1, 1899, from earnings of year ending June 30, 1899,	\$261,253 50
Amount transferred to contingent fund,	150,000 00

TOTAL DEBITS,

411,253 50

TOTAL SURPLUS JUNE 30, 1900,

\$1,519,752 55

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$9,182,125 66		
Deductions:			
Tickets redeemed, . . . . .	. . . . .	\$16,127 79	
Excess fares refunded, . . . . .	. . . . .	88,880 30	
Other repayments, . . . . .	. . . . .	8,000 00	
Total deductions,		\$113,008 09	
NET REVENUE FROM PASSENGERS,			\$9,069,117 57
From mails,	\$350,680 97		
From express,	621,543 82		
From extra baggage and storage,	120,818 62		
			1,093,043 41
TOTAL EARNINGS, PASSENGER SERVICE,			\$10,162,160 98
Freight service:			
Gross receipts from freight,	\$12,053,335 20		
Deductions:			
Overcharge to shippers, . . . . .	. . . . .	\$71,188 76	
NET REVENUE FROM FREIGHT,			\$11,982,146 44
From stock yards,	\$4,294 74		
From elevators,	62,499 98		
			66,794 72
TOTAL EARNINGS, FREIGHT SERVICE,			\$12,048,941 16
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$22,211,102 14
Other earnings from operation:			
Telegraph companies,	\$4,173 01		
Rentals from tracks, yards and terminals,	85,558 31		
From other sources: steamer "Mt. Washington,"	930 58		
TOTAL OTHER EARNINGS,			90,661 90
GROSS EARNINGS FROM OPERATION,			\$22,301,764 04

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$77,056 64
Salaries of clerks and attendants,	162,606 26
General office expenses and supplies,	30,737 18
Insurance,	97,571 85
Law expenses,	122,352 70
Stationery and printing (general offices),	13,675 36
Other general expenses: miscellaneous expenses,	35,623 81
TOTAL,	\$539,623 80
Maintenance of way and structures:	
Repairs of roadway,	\$1,729,081 07
Renewals of rails,	64,216 40
Renewals of ties,	354,217 76
Repairs and renewals of bridges and culverts,	248,895 57
Repairs and renewals of fences, road crossings, signs and cattle guards,	134,085 09
Repairs and renewals of buildings and fixtures,	513,945 73
Repairs and renewals of docks and wharves,	15,437 69

Maintenance of way and structures — <i>Concluded.</i>	
Repairs and renewals of telegraph,	\$7,286 34
Stationery and printing,	3,356 00
Other expenses of maintaining way and structures :	
Repairs electric line construction,	146 08
Miscellaneous expense,	268 06
TOTAL,	\$3,070,935 79
Maintenance of equipment :	
Superintendence,	\$55,964 57
Repairs and renewals of locomotives (includes \$295,090.41 account new locomotives),	888,042 41
Repairs and renewals of passenger cars (includes \$59,244.78 account new passenger cars),	613,884 81
Repairs and renewals of freight cars (includes \$234,308.05 account new freight cars),	841,510 59
Repairs and renewals of work cars,	27,301 45
Repairs and renewals of shop machinery and tools,	76,356 75
Stationery and printing,	4,760 68
Other expenses of maintaining equipment :	
Cost of electric motive power,	9,570 90
Miscellaneous expense (watching, etc.),	57,467 40
TOTAL,	\$2,574,859 56
Conducting transportation :	
Superintendence,	\$306,107 01
Engine and roundhouse men,	1,319,296 50
Fuel for locomotives,	1,939,567 94
Water supply for locomotives,	94,332 43
Oil, tallow and waste for locomotives,	19,752 75
Other supplies for locomotives,	26,811 81
Train service,	1,186,146 65
Train supplies and expenses,	297,247 18
Switchmen, flagmen and watchmen,	1,135,603 09
Telegraph expenses,	216,300 78
Station service,	1,531,688 10
Station supplies,	256,756 31
Car mileage — balance,	369,304 31
Loss and damage,	69,444 36
Injuries to persons,	285,427 58
Clearing wrecks,	19,035 60
Advertising,	97,269 04
Outside agencies,	31,758 19
Rentals for tracks, yards and terminals,	47,109 23
Rentals of buildings and other property,	18,100 00
Stationery and printing,	116,028 94
Other expenses of conducting transportation : miscellaneous expense, passenger and freight business,	
	1,119 74
TOTAL,	\$9,384,207 54
Recapitulation :	
General expenses,	\$539,623 80
Maintenance of way and structures,	3,070,935 79
Maintenance of equipment,	2,574,859 56
Conducting transportation,	9,384,207 54
TOTAL OPERATING EXPENSES,	\$15,569,626 69
Percentage of operating expenses to gross earnings,	69 81

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.		DR.	
Cost of road,			\$36,278,800 67
Cost of equipment,			4,850,074 91
Real estate, Nashua, N. H.,	\$215,197 55		
Real estate, Fabyans, N. H.,	1,631 98		
Land at Dover, N. H.,	13,183 69		
Land at Old Orchard, Me.,	7,648 52		
Land at Portland, Me.,	31,135 40		
Land at Saco and Biddeford, Me.,	23,350 00		
Land at Wakefield, Mass.,	3,300 00		
Land at Chelmsford, Mass.,	1,500 00		
Land at Lowell, Mass.,	4,613 80		
Land at Newburyport, Mass.,	4,400 00		
Land at Bar Harbor, Me.,	45,104 37		
Land at Manchester, Mass.,	4,325 00		
Land at East Boston, Mass.,	20,625 00		
Land at Somerville, Mass.,	411,118 96		
Land at Lynn, Mass.,	63,866 90		
Land at Charlestown, Mass.,	168,623 02		
Land at Melrose and Melrose Highlands, Mass.,	9,000 00		
Land at Beverly, Mass.,	9,274 25		
Land at Harrisville, N. H.,	150 00		
Land at Portsmouth, N. H.,	4,725 70		
Land at Marlboro, N. H.,	65 00		
Land at Marblehead, Mass.,	8,606 74		
Land at Peabody, Mass.,	2,126 25		
Land at East Cambridge, Mass.,	42,662 75		
Land at Arlington, Mass.,	6,251 92		
Land at Malden, Mass.,	27,496 63		
Land at Rockport, Mass.,	3,935 28		
Land at North Cambridge, Mass.,	174 36		
Land at Hamilton, Mass.,	5,000 00		
Land at Medford, Mass.,	20,651 90		
Land at Everett, Mass.,	27,824 65		
Land at Cliftondale, Mass.,	4,565 00		
Land at Wellington, Mass.,	9,100 00		
Land at Newbury, Mass.,	300 00		
Land at Hillsboro, N. H.,	1,700 64		
Land at Rochester, N. H.,	2,200 00		
Land at Georgetown, Mass.,	825 00		
Land at Chelsea, Mass.,	7,500 00		
Land at Revere, Mass.,	19,000 00		
Land at Saugus, Mass.,	525 00		
Land at Danvers, Mass.,	1,000 00		
Land at Salem Mass.,	1,000 00		
Land on line of N., A. & B. Branch,	334 00		
TOTAL,			1,235,619 26
Stock of Maine Central Railroad, 25,160 shares,	\$2,516,000 00		
Stock of Boston & Maine Railroad, 18,076 shares,	2,072,414 15		
Stock of York Harbor & Beach Railroad, 4,971 shares, par \$50,	248,550 00		
Stock of Portland & Ogdensburg Railroad, 3,952 1/2 shares,	146,238 80		
Stock of Franklin & Tilton Railroad, 1,250 shares,	125,000 00		
Stock of Portland Union Railway Station Company, 250 shares,	25,000 00		

Stock of Portland, Mt. Desert & Machias Steam- boat Company, 300 shares, par \$50, . . .	\$15,000 00	
Stock of St. Johnsbury & Lake Champlain Railroad, 809 shares, par \$50, . . .	4,303 56	
Stock of Newburyport Railroad, 1,370 shares, . . .	4,110 00	
Stock of Danvers Railroad, 471 shares, . . .	2,345 00	
Stock of Portsmouth Bridge, 400 shares, . . .	4,000 00	
Stock of St. Johns Bridge & Railway Extension Company, 240 shares, par \$50, . . .	684 00	
Stock of Montreal & Atlantic Railway Com- pany, 373 shares, . . .	3,000 00	
Stock of Concord & Claremont, N. H., Railroad, 32 shares, . . .	640 00	
TOTAL, . . .		\$5,167,285 51
\$300,000 bonds of Newburyport Railroad, . . .	\$298,464 95	
\$125,000 bonds of Danvers Railroad, . . .	125,000 00	
\$432,000 bonds of St. Johnsbury & Lake Cham- plain Railroad, . . .	432,000 00	
\$100,000 bonds of Central Massachusetts Rail- road, . . .	100,000 00	
\$5,450 bonds of Woodsville Aqueduct Company, . . .	5,618 50	
TOTAL, . . .		961,083 45
Other permanent property:		
Steamer "Mt. Washington" and wharves, . . .	\$69,260 24	
Richford, Vt., elevator, . . .	52,261 43	
TOTAL, . . .		121,521 67
TOTAL PERMANENT INVESTMENTS, . . .		\$48,614,385 47
Cash, . . .	\$823,087 94	
Bills receivable, . . .	767,634 49	
Due from agents, . . .	926,140 43	
Traffic balances due from other companies, . . .	197,471 67	
Due from solvent companies and individuals, . . .	2,481,542 53	
Sinking and other special funds, . . .	956,836 38	
TOTAL CASH AND CURRENT ASSETS, . . .		6,152,713 44
Materials and supplies, . . .	\$2,364,938 44	
Other assets and property:		
Central Massachusetts Railroad construction account, etc., . . .	399,169 14	
Elimination grade crossings, in process, . . .	58,844 08	
TOTAL MISCELLANEOUS ASSETS, . . .		2,822,951 66
TOTAL, . . .		\$57,590,050 57
LIABILITIES.		CR.
Capital stock, common:		
Boston & Maine, . . .	\$21,884,700 00	
Boston & Maine scrip, . . .	2,088 20	
Portland, Saco & Portsmouth, . . .	13,800 00	
Portsmouth & Dover, . . .	1,153 82	
Portland & Rochester, . . .	1,100 00	
Eastern Railroad (Mass.), . . .	83 28	
	\$21,902,925 30	
Capital stock preferred, . . .	3,149,800 00	
TOTAL CAPITAL STOCK, . . .		\$25,052,725 30

Funded debt,		\$21,330,333 61
Real estate mortgages,		594,800 00
Current liabilities:		
Audited vouchers and accounts,	\$1,998,963 89	
Salaries and wages,	381,067 22	
Traffic balances due to other companies,	608,064 22	
Dividends not called for,	21,934 36	
Matured interest coupons unpaid (including coupons due July 1),	166,405 12	
Rentals due and unpaid (including rentals due July 1),	895,464 26	
Miscellaneous current liabilities:		
Concord & Montreal Railroad improvement fund,	409,509 43	
Dividend on common stock due July 1,	351,177 75	
TOTAL CURRENT LIABILITIES,		4,832,586 25
Accrued liabilities:		
Interest accrued and not yet due,	\$269,491 67	
Taxes accrued and not yet due,	487,751 17	
Rentals accrued and not yet due,	182,180 66	
TOTAL ACCRUED LIABILITIES,		939,423 50
Amounts due leased roads at termination of leases,		1,177,276 86
Sinking and other special funds:		
Sinking fund for redemption of Boston & Maine Railroad bonds,	\$955,553 52	
Sinking fund for redemption of Eastern Railroad bonds,	1,282 86	
Injury fund,	150,000 00	
Contingent fund,	150,000 00	
Suspense account,	886,316 12	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		2,143,152 50
Profit and Loss balance (surplus),		1,519,752 55
TOTAL,		\$57,590,050 57

PROPERTY ACCOUNTS.

Additions to construction account:		
Land, land damages and fences,	\$8,329 59	
Elimination of grade crossings,	30,059 73	
Double track and separation of grade crossings, Salisbury, Mass., to Greenland, N. H.	349,982 85	
Other additions to construction account:		
Purchase of Portland, Saco & Portsmouth, Portsmouth & Dover, and Portland & Rochester railroads with Boston & Maine common stock,	2,486,819 67	
Portsmouth Electric Railway construction,	387,735 96	
Vegetable market house, Charlestown, Mass.,	102,602 47	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		\$3,365,530 27
Additions to equipment account: account purchase of Portland, Saco & Portsmouth and Portland & Rochester railroads (30 locomotives, 23 passenger cars and 406 freight and other cars),		271,925 00

Other additions to property accounts:		
Bonds of Woodsville Aqueduct Co. (\$1,550),	\$1,599 00	
4,908 shares stock of Boston & Maine Railroad (received for stock owned of roads purchased),	494,442 59	
2 shares stock of Newburyport Railroad,	6 00	
200 shares stock of Portsmouth Bridge (par \$100),	2,000 00	
373 shares stock of Montreal & Atlantic Railway (par \$100),	3,000 00	
2 shares stock of Concord & Claremont, N. H., Railroad (par \$100),	40 00	
Land at Portland, Maine,	5,042 00	
Land at Portland, Maine, acquired in purchase of Portland & Rochester Railroad,	7,008 90	
Land at Somerville, Mass.,	5,531 47	
Land at Melrose and Melrose Highlands, Mass.,	3,000 00	
Land at Arlington, Mass.,	975 00	
Land at Malden, Mass.,	9,384 12	
Land at Hamilton, Mass.,	5,000 00	
Land at Medford, Mass.,	20,651 90	
Land at Everett, Mass.,	17,779 36	
Land at Revere, Mass.,	19,000 00	
Land at Saugus, Mass.,	525 00	
Land at Danvers, Mass.,	1,000 00	
Land at Salem, Mass.,	1,000 00	
Land on line of Nashua, Acton & Boston Railroad,	334 00	
		\$597,319 84
TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . .		\$4,234,774 61
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
4,821 shares stock, Portland & Rochester Railroad (exchanged for Boston and Maine Railroad stock January 1, 1900),	\$482,050 00	
86 shares stock, Eastern Railroad in N. H. (exchanged for Boston & Maine Railroad stock January 1, 1900),	8,736 65	
35 shares stock, Portland, Saco & Portsmouth Railroad (exchanged for Boston & Maine Railroad stock January 1, 1900),	4,375 00	
3 shares stock, Portsmouth & Dover Railroad (exchanged for Boston & Maine railroad stock January 1, 1900),	390 00	
Land at Lynn sold,	9,021 00	
Land at Somerville sold,	3,031 25	
Land at Charlestown (credits received),	5,143 72	
Land at Northampton transferred to improvement account, Connecticut River Railroad,	60,375 94	
Land at East Cambridge (credits received),	952 93	
Land at Rockport, Mass., transferred to construction account,	4,435 29	
Land at Georgetown, Mass., sold,	25 00	
Wharf at Weirs, N. H., sold (account steamer "Mt. Washington"),	4,195 08	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .		582,731 86
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR.		\$3,652,042 75

CAPITAL STOCK.	
Capital stock authorized by law, common,	\$22,261,525 30
Capital stock authorized by law, preferred,	3,149,800 00
Total capital stock authorized by law,	\$25,411,325 30
Capital stock authorized by votes of company, common,	\$21,917,925 30
Capital stock authorized by votes of company, preferred,	3,149,800 00
Total capital stock, authorized by vote,	\$25,067,725 30
Capital stock issued and outstanding, common,	\$21,884,700 00
Capital stock issued and outstanding, preferred,	3,149,800 00
Total capital stock outstanding,	\$25,034,500 00
138 shares capital stock Portland, Saco & Portsmouth Railroad, to be exchanged for Boston & Maine, common,	13,800 00
15 shares capital stock Portsmouth & Dover Railroad, to be exchanged for Boston & Maine, common,	1,153 82
11 shares capital stock Portland & Rochester Railroad, to be exchanged for Boston & Maine, common,	1,100 00
1 share capital stock Eastern Railroad (Mass.), to be exchanged for Boston & Maine, common,	83 28
Scrip convertible into stock,	2,088 20
TOTAL CAPITAL STOCK LIABILITY,	\$25,052,725 30
Number of shares issued and outstanding, common,	218,847
Number of shares issued and outstanding, preferred,	31,498
Total number of shares outstanding, —————	250,345
Number of stockholders, common,	6,495
Number of stockholders, preferred,	655
Total number of stockholders,	7,150
Number of stockholders in Massachusetts, common,	4,051
Number of stockholders in Massachusetts, preferred,	526
Total stockholders in Massachusetts, —————	4,577
Amount of stock held in Massachusetts, common,	\$11,713,700 00
Amount of stock held in Massachusetts, preferred,	2,496,900 00
Total stock held in Massachusetts,	\$14,210,600 00

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Land in Charlestown, Mass.,	Per Cent. 4	Sept. 1, 1906,	\$594,800 00	\$23,792 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Boston & Maine Railroad bonds, . . .	4½	Jan. 1, 1944,	\$6,000,000 00	\$269,595 00
Boston & Maine Railroad bonds, . . .	4	Aug. 1, 1942,	2,500,000 00	100,380 00
Boston & Maine Railroad improvement bonds, . . .	4	Feb. 2, 1905,	1,000,000 00	40,000 00
Boston & Maine Railroad improvement bonds, . . .	4	Feb. 1, 1907,	500,000 00	20,000 00
Boston & Maine Railroad improvement bonds, . . .	4	Feb. 1, 1937,	1,919,000 00	76,760 00
Eastern Railroad certificates of indebtedness, United States gold, . . .	6	Sept. 1, 1906,	6,742,500 21	403,965 00
Eastern Railroad certificates of indebtedness, £ sterling, . . .	6	Sept. 1, 1906,	1,555,333 40	93,320 00
Portsmouth, Great Falls & Conway bonds, . . .	4½	June 1, 1937,	998,000 00	44,392 50
Portsmouth, Great Falls & Conway bonds (7 per cent),* . . .	4½	Dec. 1, 1892,	2,000 00	-
Portland & Rochester terminal bonds,†	4	Oct. 1, 1907,	113,500 00	2,230 00
TOTALS, . . . . .	. . .	. . .	\$21,330,333 61	\$1,050,642 50

SINKING AND OTHER SPECIAL FUNDS.

<i>Sinking Funds.</i>	
Amount, June 30, 1899, for redemption of Boston & Maine Railroad improvement bonds sinking fund, . . .	\$867,728 68
Amount, June 30, 1899, of Eastern Railroad sinking fund, . . .	783 64
TOTAL SINKING FUNDS JUNE 30, 1899,	\$868,512 32
Additions during the year to Boston & Maine Railroad improvement bonds sinking fund, \$87,824 84	
Additions during the year to Eastern Railroad sinking fund, 102,235 37	
	190,060 21
TOTAL, INCLUDING ADDITIONS,	\$1,058,572 53
Deductions during the year from Eastern Railroad certificates sinking fund,	101,736 15
TOTAL SINKING FUNDS JUNE 30, 1900,	\$956,836 38
<i>Injury Fund.</i>	
Amount of injury fund June 30, 1899,	\$150,000 00
Additions during the year,	294,974 13
TOTAL, INCLUDING ADDITIONS,	\$444,974 13
Deductions during the year,	294,974 13
TOTAL INJURY FUND JUNE 30, 1900,	\$150,000 00

* The \$2,000 of old bonds of Portsmouth, Great Falls & Conway Railroad have not yet been presented for exchange for the new bonds due June 1, 1937.

† The Portland & Rochester Railroad terminal bonds were assumed by Boston & Maine Railroad under its purchase of that road on January 1, 1900. Interest paid is for the six months ending June 30, 1900.

<i>Contingent Fund.</i>	
Additions during the year,	\$150,000 00
TOTAL CONTINGENT FUND JUNE 30, 1900,	\$150,000 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic :	
Number of passengers carried paying revenue,	32,932,814
Number of passengers carried one mile,	525,145,571
Number of passengers carried one mile per average mile of road operated,	299,789
Average length of journey per passenger,	15.950 miles.
Average amount received from each passenger,	27.538 cents.
Average amount received per passenger per mile carried,	1.727 "
Passenger earnings (gross) per average mile of road operated,	\$5,801 25.000
Passenger earnings (gross) per passenger-train mile run,	1 25.336
Freight traffic :	
Number of tons of freight hauled earning revenue,	12,426,571
Number of tons of freight hauled one mile,	832,397,963
Number of tons of freight hauled one mile per average mile of road operated,	475,189
Average length of haul per ton,	66.990 miles.
Average amount received for each ton of freight,	96.424 cents.
Average amount received per ton per mile hauled,	1.439 "
Freight earnings (gross) per average mile of road operated,	\$6,878 35.000
Freight earnings (gross) per freight-train mile run,	2 32.554
Operating expenses :	
Operating expenses per average mile of road operated,	8,888 19.000
Operating expenses per revenue-train mile run,	1 17.161
Train mileage :	
Miles run by passenger trains,	8,067,943
Miles run by freight trains,	5,061,151
Miles run by mixed trains,*	159,985
Total mileage of trains earning revenue,	13,289,079
Miles run by switching trains,	3,772,737
Miles run by construction and other trains,	1,350,746
Total train mileage,	18,412,562
Fares and freights :	
Average rate of fare per mile on single local tickets,	1.717 cents.
Average rate of fare per mile on commutation tickets within suburban circuit,	1 to 2 "
Average rate of fare per mile on commutation tickets outside suburban circuit,	2 to 2½ "
Average rate of fare per mile on mileage tickets : 500 miles, 2½ cents; 1,000 miles, 2 cents.	
Average rate of fare per mile on season tickets,	0.665 "
Average rate of fare per mile on joint tickets,	1.792 "
Average rate of freight per ton mile on local way-bill,	2.184 "
Average rate of freight per ton mile on joint way-bill,	0.973 "
Passengers to and from Boston :	
Number of passengers (including season-ticket) to Boston,	9,586,843
Number of passengers (including season-ticket) from Boston,	9,736,343
Season-ticket passengers to and from Boston,	1,715,996
Employees :	
Average number of persons employed,	16,091

* Estimated one-fourth passenger and three-fourths freight.

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Mass- achusetts.
Length of main line,	Miles. 350.830	Miles. 78.010
Length of branch line,	168.670	90.830
TOTAL LENGTH OF LINE OWNED,	519.500	168.840
Length of second track,	166.600	106.090
Length of third track,	2.290	2.290
Length of side track, etc.,	300.810	171.830
TOTAL LENGTH OF TRACK OWNED,	989.200	449.050
RAILROAD OPERATED.		
Length of main line,	1,052.150	302.320
Length of branch line,	734.890	244.480
TOTAL LENGTH OF LINE OPERATED,*	1,787.040	546.800
Length of second track,	319.690	218.660
Length of third track,	4.440	3.090
Length of side track, etc.,	878.290	418.270
TOTAL LENGTH OF TRACK OPERATED,	2,989.460	1,186.820
EQUIPPED FOR ELECTRIC POWER.		
Length of main line,	16.470	-
Length of side track, etc., . . . . .	.880	-
TOTAL LENGTH OF ELECTRIC TRACK,	17.350	-

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving Wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.						
Passenger,	161	133	294	278	Lbs. -	Lbs. -
Freight,	135	116	251	242	-	-
Switching, etc.,	74	75	149	149	-	-
TOTAL,	370	324	694	669	141,000	90,400

* Average length of line operated during the year, 1,751.72 miles.

DESCRIPTION OF EQUIPMENT — Concluded.

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.						
Passenger cars,	519	302*	821	821	813	757 Miller, 26 National, 30 Janney-Buhoup.
Combination cars,	79	93	172	172	172	161 Miller, 10 National, 1 Janney-Buhoup.
Parlor cars,	-	7	7	7	7	2 Miller, 1 National, 4 Janney-Buhoup.
Baggage, express and mail cars,	136	80*	216	216	216	190 Miller, 14 National, 3 Gould.
Electric cars,	12	-	12	5	-	9 Janney-Buhoup.
TOTAL,	746	482	1,223	1,221	1,208	
CARS — FREIGHT SERVICE.						
Box cars,	1,929	2,460	4,389	2,734	4,376	4,131 Gould, 35 Janney, 26 Thurmond, 12 Burns, 150 Trojan, 11 National, 8 Drexel, 1 Tower, 2 Norton.
Flat cars,	1,707	2,651	4,358	2,496	4,358	4,153 Gould, 165 Trojan, 11 Janney, 5 Thurmond, 3 Hinson, 1 Tower, 6 Burns, 2 Norton, 6 Dowling, 6 National.
Stock cars,	83	-	83	60	83	80 Gould, 3 Trojan.
Coke cars,	99	-	99	97	99	97 Gould, 1 Trojan, 1 National.
Coal cars,	1,110	890	2,000	677	1,068	1,061 Gould, 5 Trojan, 2 Hinson.
Logging trucks,	-	67	67	-	-	-
Refrigerator cars,	30	-	30	30	30	Gould.
TOTAL,	4,958	6,068	11,026	6,094	10,014	
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	5	1	6	6	6	1 Miller, 5 National.
Air brake instruction car,	1	-	1	1	1	Miller.
Derrick cars,	51	-	51	23	40	39 Gould, 1 Trojan.
Caboose cars,	166	94	260	94	260	Gould.
Other cars in company's service,	175	19	194	83	188	184 Gould, 2 Janney, 1 Trojan, 1 Miller.
TOTAL,	398	114	512	207	495	
Snow ploughs,	47	24	71	37	2	Gould.
Electric railway snow plough,	1	-	1	-	-	-

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 1,221

* Includes 10 passenger and 4 baggage cars, 30.50 per cent of which are owned by the Boston & Lowell Railroad, 37.83 per cent by the Concord & Montreal Railroad and 31.67 per cent by the Canadian Pacific Railway.

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.

Number of crossings of company's railroad with highways at grade,	593
Number of highway grade crossings protected by gates,	236
Number of highway grade crossings protected by flagmen,	169
Number of highway grade crossings protected by electric signals only,	17
Number of highway grade crossings unprotected,	171
Number of highway grade crossings finally abolished during the year,	9
Number of highway grade crossings now in process of abolition,	12
Number of highway grade crossings for abolition of which petition is pending,	17
Number of highway bridges 18 feet (or more) above track,	39
Number of highway bridges less than 18 feet above track,	132
Height of lowest highway bridge above track,	14 ft. 5½ in.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade (21 in number), viz. :

Boston, Eastern Division and Fitchburg Railroad. Boston, Eastern Division and Grand Junction Railroad. Boston, Eastern Division and Mystic Branch, Southern Division. Boston, Western Division and Fitchburg Railroad. Boston, Western Division and Grand Junction Railroad. Boston, Western Division and Mystic Branch, Southern Division. Boston, Mystic Branch, Southern Division, and Grand Junction Railroad. Boston, Charlestown Branch, Eastern Division, and Grand Junction Railroad. Boston, Charlestown Branch, Eastern Division, and Mystic Branch, Southern Division. East Boston, East Boston Branch, Eastern Division, and Grand Junction Railroad. Danvers, Lawrence Branch, Eastern Division, and Newburyport Branch, Western Division. Lawrence, Western Division and Lowell & Lawrence, Southern Division. Salem, Eastern Division and Phillips' Wharf Branch. Wilmington, Western Division, and Salem & Lowell, Southern Division. West Peabody, Danvers Branch, Western Division, and Salem & Lowell, Southern Division. Ayer, Worcester, Nashua & Portland Division and Fitchburg Railroad. Ayer, Worcester, Nashua & Portland Division and Peterboro & Shirley Branch, Fitchburg Railroad. Barbers, Worcester, Nashua & Portland Division and Fitchburg Railroad. Oakdale, Worcester, Nashua & Portland Division and Central Massachusetts Railroad. Clinton, Worcester, Nashua & Portland Division and Old Colony Railroad. South Sudbury, Central Massachusetts Division and Old Colony Railroad.

Number of above crossings at which interlocking signals are established,	14
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NEW BRIDGES BUILT DURING THE YEAR.

EASTERN DIVISION.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
5, Mystic River, .	Pile trestle, .	Pile trestle, .	739 feet 6 inches, 2 tracks.	Boston & Maine Railroad.
200, West Gloucester, .	Rolled beams, .	Plate girder, .	39 feet, 1 track, .	Union Bridge Company.

WESTERN DIVISION.

141, Peabody, . . .	Pile trestle, .	Pile trestle, .	93 feet 5 inches, 1 track.	Boston & Maine Railroad.
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SOUTHERN DIVISION.

24, Wedgemore, . . .	Wood stringer,	Plate girder, .	20 feet 5 inches, 2 tracks.	Union Bridge Company.
138A, Hudson, . . .	None, . . .	Rolled beams, .	15 feet 10 inches, 1 track.	Clinton & Hudson Street Railway.
145A, South Clinton, .	Box culvert, .	Pile trestle, .	70 feet 3 inches, 1 track.	Boston & Maine Railroad.
148, Boylston, . . .	Pile trestle, .	Pile trestle, .	244 feet 6 inches, 1 track.	Boston & Maine Railroad.
149, Boylston, . . .	Pile trestle, .	Pile trestle, .	88 feet 6 inches, 1 track.	Boston & Maine Railroad.
160, Oakdale, . . .	Wood stringer,	Wood stringer,	56 feet, 1 track, .	Boston & Maine Railroad.
176, Jefferson's, . . .	Wood stringer,	Wood stringer,	19 feet 2 inches, 1 track.	Boston & Maine Railroad.
177, Muschopauge, . .	Wood stringer,	Wood stringer,	17 feet 6 inches, 1 track.	Boston & Maine Railroad.
180, Rutland, . . .	Wood stringer,	Wood stringer,	22 feet 10 inches, 1 track.	Boston & Maine Railroad.
183, West Rutland, . .	Wood stringer,	Wood stringer,	19 feet 6 inches, 1 track.	Boston & Maine Railroad.
198, Gilbertville, . . .	Wood stringer,	Plate girder, .	10 feet, 1 track, .	Boston & Maine Railroad.
205, Ware, . . .	Wood stringer,	Wood stringer,	21 feet, 1 track, .	Boston & Maine Railroad.
215, Belchertown, . . .	Wood stringer,	Pile trestle, .	71 feet 10 inches, 1 track.	Boston & Maine Railroad.
223, Pansy Park, . . .	Wood stringer,	Wood stringer,	17 feet, 1 track, .	Boston & Maine Railroad.
259A, North Lexington,	None, . . .	Rolled beams, .	17 feet 9 inches, 1 track.	Lexington & Boston Street R'y.
273A, Billerica, . . .	None, . . .	Rolled beams, .	17 feet 4 inches, 1 track.	Lexington & Boston Street R'y.

WORCESTER, NASHUA & PORTLAND DIVISION.

4, Worcester, . . .	Wood pony truss.	Wood pony truss.	46 feet 10 inches, 2 tracks.	Boston & Maine Railroad.
5, Worcester, . . .	Pile trestle, .	Pile trestle, .	26 feet 6 inches, 8 tracks.	Boston & Maine Railroad.
26, Still River, . . .	Howe truss, .	Pile trestle, .	150 feet, 1 track,	Boston & Maine Railroad.

CONNECTICUT RIVER DIVISION.

3B, Chicopee Junction,	Grade crossing,	Plate girder, .	36 feet 5 inches, 4 tracks.	Edgemoor Bridge Works.
9A, Willimansett, . . .	Grade crossing,	Plate girder, .	50 feet 6 inches, 2 tracks.	Edgemoor Bridge Works.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

WESTERN DIVISION.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
22, Andover,	Iron bridge, . . .	Ties renewed.
23, Andover,	Iron bridge, . . .	Ties renewed.
24, Andover,	Iron bridge, . . .	Ties renewed.
133, Montrose,	Wood stringer, . . .	Ties renewed.
134, Montrose,	Wood stringer, . . .	Ties renewed.
179, Haverhill Bridge,	Iron bridge, . . .	Ties renewed.
184, Tewksbury,	Iron bridge, . . .	Ties renewed.
186, Tewksbury,	Iron bridge, . . .	Ties renewed.
224, South Lawrence,	Iron bridge, . . .	Ties renewed.
225, Lawrence,	Iron bridge, . . .	Ties renewed.

SOUTHERN DIVISION.

212, Bondsville,	Pony truss, . . .	Ties and floor beams renewed.
220, Pansy Park,	Pony truss, . . .	Ties and floor beams renewed.
242, Northampton,	Iron bridge, . . .	Ties renewed.

CONNECTICUT RIVER DIVISION.

5, Chicopee Junction,	Iron bridge, . . .	Ties renewed.
6, Chicopee Junction,	Iron bridge, . . .	Ties renewed.
20, Mt. Tom,	Iron bridge, . . .	Ties renewed.
37, Greenfield,	Iron bridge, . . .	Ties renewed.
44, Bernardston,	Iron bridge, . . .	Ties renewed.
97, Holyoke yard,	Iron bridge, . . .	Ties renewed.
100, Clark's,	Iron bridge, . . .	Ties renewed.

Bridges eliminated during the year : Eastern Division, No. 131,
Oak Island Branch, track removed ; Western Division,
No. 17 at Andover, and No. 187 at Tewksbury, filled.

Total length of pile and trestle bridging, 17,360 ft. 8 in.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	1	3	1	3	2	3
Employees, .	-	1	16	101	16	102	29	118
Other persons,	1	-	44	24	45	24	73	28
TOTALS, .	1	1	61	128	62	129	104	149

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 1, 1899. — Charlestown: Edw. J. Sherwood, brakeman, while coupling cars had his left arm crushed between the dead-woods.

July 1. — Boston: L. B. Jetes, trespasser, either jumped or fell from moving train, badly cutting and bruising his head.

July 8. — Holyoke: M. Shea, trespasser, while walking on track was struck by engine and his back somewhat injured.

July 10. — Hamilton and Wenham: Edward J. Leslie, brakeman, jammed his thumb while coupling engine with car.

July 11. — Oakdale: Edward Read, trespasser, while stealing a ride was knocked from car and killed.

July 12. — Ayer: G. A. Breed, brakeman, fell from train while it was backing, injuring his thigh, arm and head.

July 15. — Wyoming: Chester Hunter, trespasser, while walking on track was struck by engine and killed.

July 16. — Arlington: Edward Welch, attempting to cross track in front of engine, was struck by same and fatally injured.

July 18. — Ipswich: Edw. Deane, brakeman, while climbing to top of car was thrown to the ground, cutting his head and spraining his arm and leg.

July 18. — Boston Terminal: Frederick Jewell, brakeman, had finger jammed while coupling engine to car.

July 20. — Holyoke: David McCarthy, trespasser, stealing a ride on train, jumped from same while in motion and was run over by car; his left leg was taken off and the right one broken.

July 21. — Boston Terminal: Dennis McCarthy, employee, jumped from moving train, fell, was run over by train and both legs were cut off.

July 21. — Lowell: Napoleon Cook, brakeman, while climbing side ladder of car was struck by a car on siding and thrown to the ground, injuring his hip.

July 21. — Lowell: J. M. Pratt, brakeman, had his little finger crushed while coupling cars.

July 24. — Bedford: M. McManamy, employee, fell from top of box car while in motion, injuring his head and back.

July 26. — Boston Terminal: Geo. W. Herne, brakeman, had a finger jammed while coupling cars.

July 29. — Prospect Hill: A. A. Rogers, brakeman, had his right hand crushed while coupling cars.

July 30. — Boston Terminal: John Leary, brakeman, while pulling pin between engine and car caught his finger and broke same.

July 31. — North Lawrence: Geo. H. Dawes, brakeman, while boarding moving train struck a switch stand and was knocked to the ground, being injured more or less about the body.

August 2. — Boston: Timothy Doherty, laboreer, in some unknown way was caught between freight house and moving train and was badly injured.

August 3. — East Cambridge: Arthur Ryder, brakeman, had his arm jammed while coupling cars.

August 4. — Lowell: Edward Doucette, brakeman, while coupling engine to car jammed two fingers on left hand.

August 4. — Lowell: A. Chanon, brakeman, while coupling cars jammed two fingers on right hand.

August 7. — South Lawrence: Benj. F. Lefavor, employee, while boarding moving train struck a switch stand, fell and was killed.

August 8. — South Lawrence: N. B. Jones, brakeman, fell from top of box car and received internal injuries.

August 9. — Mystic Wharf: Jos. H. Dunback, laborer for Joseph Roughan, stepped in front of moving train, was run over and instantly killed.

August 9 or 10. — Muschopauge: body of a boy found cut in two on track; circumstances of accident not known.

August 11. — Lowell: Peter Savard, brakeman, had a finger jammed while coupling engine to car.

August 12. — Danvers: J. H. Doslin, brakeman, had a finger jammed while coupling engine to car.

August 12. — Faulkner: Dennis McCarthy, passenger, attempted to board moving train and fell, crushing his foot.

August 15. — South Lawrence: Michael Keenan, brakeman, had his left hand badly crushed while coupling cars.

August 21. — Bernardston: Geo. F. Barto, brakeman, while riding on top of car struck an overhead bridge and was fatally injured.

August 22. — Forbes: Fred N. Lindsay, trespasser, while walking on track was struck by engine and instantly killed.

August 23. — Mystic Wharf: A. O. Copeland, conductor, while attempting to board moving train fell, was run over and both legs crushed.

August 24. — Between Middlesex and North Chelmsford: Thos. McCaffrey, trespasser, it is supposed while walking on track, was struck by engine; he was found lying on track in an unconscious condition, and taken to the hospital, where he died.

August 26. — South Lawrence: Edward Groose, employee, ran in front of moving train, was struck by engine and killed.

August 26. — Bradford: John Goodman, trespasser, jumped from moving train, fell and fractured his leg.

September 4. — Mt. Tom: John Forsney, trespasser, while walking on track was struck by engine and killed.

September 10. — Springfield: Martin F. Conrey, brakeman, while coupling cars caught his left leg.

September 11. — Tyngsborough: Peter Eagan, trespasser, jumped from moving train, was run over and both legs crushed.

September 13. — Amesbury: Bernard Richardson, brakeman, while coupling had his hand caught and crushed.

September 13. — Ipswich: Daniel Witham, laborer, in attempting to steal a ride fell and broke his ankle bone.

September 15. — Lowell: Wm. Thiebault, brakeman, while coupling had two fingers caught and jammed.

September 18. — Mystic wharf: Joseph J. Grady, brakeman, while coupling cars had his finger jammed.

September 18. — Ballardvale: Leonard Morgan, a boy, standing on track, was struck by train and instantly killed.

September 19. — Chicopee Junction: Adam Pac, while walking on track was struck by train and killed.

September 20. — Boston: J. T. Fournier, brakeman, while signalling engine fell from top of car into the water and was drowned.

September 21. — Northampton: Wm. S. Brown, brakeman, while coupling caught and bruised his fingers.

September 22. — Winter Hill: unknown man, walking on track, was struck by engine and killed.

September 22. — Mystic Junction yard: F. H. Andrews, brakeman, while coupling was caught about the shoulders and chest.

September 23. — Holyoke: Philip Rouisio, laborer for Riverside Paper Company, in attempting to push car onto spur track had his wrist jammed.

September 25. — East Everett: unknown man, walking on track, was struck by engine and killed.

September 29. — Lawrence: Charles Wilson, brakeman, while coupling caught and dislocated elbow joint on right arm.

October 4. — Rockport: Geo. Sargent, brakeman, while coupling was caught and jammed about the body.

October 4. — Northampton: P. J. Lee, brakeman, while coupling had two fingers of left hand jammed.

October 6. — Rockport: Chas. F. Stearns, brakeman, jammed his thumb while making up train.

October 6. — Rockport: James E. Charlesworth, brakeman, had his hand jammed while making up train.

October 13. — Boston: John Coveney, switchman, was caught between engine and cars and killed.

October 14. — South Sudbury: Alfred Eaton, trespasser, while stealing a ride on freight train caught his foot and slightly injured same.

October 15. — Newburyport: Edward Roberts was found unconscious on track; supposed to have been struck by train; he was taken to the hospital and died same day.

October 17. — South Lawrence: Peter Welch, brakeman, in attempting to couple cars was caught between same and killed.

October 17. — Rowley: Edward Riley was found by trainmen beside track in an unconscious condition; his head cut and foot crushed.

October 17. — East Somerville: Wm. C. Hanson, brakeman, while coupling cars had his fingers jammed.

October 17. — Still River: Frank O. Ryan, foreman in Damon's brick yard, while moving a car on yard track was thrown from car and badly shaken up.

October 18. — Prospect Hill: Morris Nugent, brakeman, while coupling cars caught and crushed his little finger.

October 18. — Haverhill: Frank M. Greene was found beside track with one foot bruised; he jumped from moving train.

October 19. — Boston: Pascal DeLuca, trespasser, in attempting to board moving train fell and was injured about the head and side.

October 21. — Medford: A. B. Randall, passenger brakeman, had his right arm badly pinched while coupling engine to train.

October 21. — South Lawrence: Frank Goodchild, brakeman, had finger badly crushed while coupling.

October 21. — South Lawrence: Geo. B. Lydick, brakeman, while staking cars stake broke, throwing him to the ground; in falling he struck his head on rail and received a scalp wound.

October 22. — Beverly: Miss Minnie McLean, passenger, while passing from one car to another, caught foot between buffers and was somewhat injured.

October 23. — Springfield: Henry Lovely, employee, had his hand bruised while coupling.

October 24. — Arlington: E. Champaux, brakeman, was squeezed through shoulders in an attempt to couple engine to train.

October 25. — Linden: I. W. Allen, deaf and dumb, in an attempt to cross tracks at Lynn Street was struck and thrown one side by engine, resulting in bad scalp wound.

October 25. — Lincoln Square: E. H. Rice, brakeman, while coupling cars had three fingers taken off.

October 29. — Newburyport: E. H. Dow, brakeman, had forefinger jammed while coupling.

October 30. — East Somerville: J. H. Beattie, employee lumber company, while unloading lumber from car was killed by lumber falling on him.

October 30. — Lowell: James T. Quinn was found dead beside track; supposed to have fallen from train.

November 5. — Lowell: Joseph Barnes, brakeman, had his finger and thumb bruised while coupling cars.

November 6. — Concord Junction: James H. Richardson, baggage master, was coupling and had his finger crushed.

November 7. — South Middleton: unknown man was found on track dead; supposed to have been struck by train.

November 8. — South Lawrence: John Lord, brakeman, had his finger caught and bruised while coupling.

November 9. — Lowell: A. Charren, brakeman, while coupling cars had two fingers caught and somewhat injured.

November 10. — Lawrence: Arthur Lemay, brakeman, while coupling cars had forefinger jammed.

November 11. — Medford Hillside: Mrs. Clara Hussey, in attempting to cross track in front of engine, was struck and instantly killed.

November 11. — Saugus: Chas. A. Hobbs was found dead on track; supposed to have been walking on track and struck by train.

November 12. — Prospect Hill: J. Peters, brakeman, while coupling was struck by brake ratchet and cut on head.

November 13. — Worcester: R. A. Loudon, brakeman, while coupling had his thumb caught and jammed.

November 15. — Lynn: Carroll W. Fields went under gates, was struck by engine and supposed to have been fatally injured.

November 15. — Charlestown yard: Fletcher E. Doyle, brakeman, while coupling cars caught his wrist between dead-woods, causing a bad bruise.

November 16. — Worcester: Frank Mahoney, brakeman, while coupling had a finger jammed.

November 22. — Brookside: A. Beaucham, laborer, had his foot crushed between draw-bars.

November 23. — Malden: J. Frank Chamberlain walked under gates onto track, was struck by engine and killed.

November 23. — Boston: G. W. Glew, brakeman, while coupling cars caught and crushed his arm.

November 26. — Oakdale: D. O'Brien, brakeman, while coupling had his thumb squeezed.

November 28. — Union Station, Boston: unknown man jumped between drivers just as engine left station, and was instantly killed.

December 2. — Williston: Peter Lemay, walking on track, was struck by engine and killed.

December 4. — South Wilmington: William Grady, employed by Merrimack Chemical Company, while trying to make a coupling had his right hand crushed and two fingers taken off.

December 5. — Union Station, Boston: Chas. A. Keene, brakeman, while pulling pin between car and engine had thumb on right hand caught and jammed.

December 5. — Peabody: Body of Mrs. Susan Stevens was found beside track; supposed to have been run over by train.

December 5. — Lowell: James Grady, a boy, found beside the track dead; supposed to have been stealing a ride and fell.

December 5. — Lowell: Geo. Basher, a boy, twelve years old, and companion to James Grady, was found beside track with his right arm badly crushed, generally shaken up and reported as in a dangerous condition.

December 10. — Boston: Michael Ogle, employee, in attempting to couple engine and car had his finger bruised by pin striking it.

December 11. — Peabody: Joseph Thompson, brakeman, caught and bruised his left arm while coupling cars.

December 13. — Arlington: train struck milk team at Swan Place crossing, injuring horse to such an extent that he had to be killed, and driver, Patrick Ahearn, was generally shaken up.

December 13. — Lowell: Jas. F. Ivory, brakeman, in getting off car struck switch frame and was thrown to the ground, receiving fatal injuries.

December 14. — Boston: unknown man stepped in front of engine and was struck and killed.

December 14. — Mystic Wharf: Herbert C. Flagg, brakeman, was thrown from car by derailment, receiving bad bruises and a general shaking up.

December 17. — Charlestown: G. B. Tucker and W. H. Kilby were in milk wagon which was struck by engine; Tucker was killed and Kilby injured.

December 18. — Reformatory: H. Marden, baggage master, while coupling had his finger caught and pinched.

December 21. — North Lawrence: Edward M. Ardell was found beside track after shifter had hauled some cars from track, with his right leg off and his left one broken.

December 23. — Fells: while train was shifting cars on side track it struck and ran over the body of P. J. Ryan.

December 27. — Winchester: Henry R. Simonds went under gates at crossing, was struck by engine and fatally injured.

December 28. — Boston: C. Griffin, brakeman, while coupling cars caught and jammed his finger.

December 31. — Union Station, Boston: Melburn C. Jones, brakeman, while coupling was caught between cars and somewhat injured.

January 1, 1900. — Revere: J. C. Kover, brakeman, while coupling cars had his hand injured.

January 2. — South Middleton: Frank Harlow, brakeman, while coupling had his finger caught and bruised.

January 3. — Worcester: James J. Black, brakeman, while coupling cars had his left hand jammed.

January 5. — East Boston: A. Rogers, brakeman, while coupling cars caught and jammed his finger.

January 7. — Summit: unknown boy, while trying to get on train when in motion, fell under the wheel and was killed.

January 8. — Chelsea: unknown man walked under gates at crossing, was struck and fatally injured.

January 8. — Newbury: Thomas Thornton and Geo. Pool, while driving over farm crossing were struck by engine and instantly killed.

January 8. — Concord Junction: F. D. Eccleston, brakeman, while coupling caught and jammed two fingers and a thumb.

January 10. — Salem: J. Kłowsky, in attempting to cross track in front of engine, was struck by same and fatally injured.

January 11. — Boston: Frank A. Patterson, brakeman, while coupling cars was caught, injuring him internally and breaking his arm.

January 13. — North Wilmington: Lindsey Huntress stepped in front of train, was struck by engine and killed.

January 13. — North Lawrence: Fred A. Gray, employee, while coupling cars caught and jammed three fingers.

January 15. — Winter Hill: unknown man stepped in front of train, was struck by engine and killed.

January 15. — Clinton: F. A. Cate, brakeman, while coupling cars caught and jammed his right hand.

January 15. — Lowell: J. C. Lawler, switchman, while coupling engine to car caught and jammed his finger.

January 15. — Lowell: Arthur Pattee, brakeman, while coupling had his left arm slightly jammed.

January 17. — Chelsea: W. H. Manning, brakeman, while coupling had his hand caught and jammed.

January 18. — Woburn: P. McManus, walking on track, was struck by engine and killed.

January 23. — East Somerville: unknown man walked around gates onto track, was struck by engine and killed.

January 24. — Lowell: J. Harkin, brakeman, while coupling caught and jammed his thumb.

January 25. — Charlestown: Wm. E. Elsworth, brakeman, had his thumb bruised while coupling.

January 25. — Brightwood: unknown man, walking on track, was struck by engine and killed.

January 27. — Charlestown: Patrick H. Daley, brakeman, fell off rear end of engine tank, crushing his legs and hand.

January 30. — Holyoke: Ambrose Brown, brakeman, while coupling had two fingers caught and jammed.

February 3. — Brightwood: Horace J. Atherton, brakeman, while coupling had his second finger caught and jammed.

February 8. — Gloucester: R. Feren, while walking on tracks, was struck by engine and killed.

February 10. — Worcester: T. Houlihan crossed tracks in front of engine, was struck by same and had his arm crushed.

February 13. — Wakefield Junction: J. H. Ripley, brakeman, while coupling had his finger slightly jammed.

February 16. — Middleton: Frank E. Dalton, brakeman, while coupling had his finger caught and jammed.

February 19. — Boston: Frank Ginbauste, walking on track, was struck by engine and thrown into the water and drowned.

February 21. — Bleachery: G. A. Douglass, brakeman, while coupling had his finger caught and jammed.

February 24. — Bradford: Wm. Hanrahan, walking on track, was struck by engine and killed.

March 1. — Stoneham: C. E. McIntosh, brakeman, while coupling was caught between cars and injured internally.

March 6. — Northampton: D. W. Whitney, brakeman, while coupling had his fingers caught and jammed between the draw-bars.

March 7. — Salem: body of John Creedon was found dead beside track; supposed to have been struck by train.

March 20. — Oakdale: Eugene Lovenoush, brakeman, while coupling was caught between draw-bars and had one rib cracked.

March 20. — Lowell: Everett Batchelder, brakeman, while coupling had his thumb caught and jammed.

March 21. — Union Station, Boston: James Adamson, brakeman, while coupling had his finger caught and jammed.

March 23. — Charlestown yard: Chas. F. DeRochement, brakeman, while pulling pin between engine and car caught and bruised his right hand.

March 29. — Everett: unknown man, walking on track, was struck by engine and killed.

March 29. — Oakdale: C. W. Howard, brakeman, while coupling between cars had two fingers caught and jammed.

April 11. — Bondville: John Rogers, brakeman, getting on top of caboose car, struck overhead bridge and was killed.

April 14. — Brightwood: W. H. Nash, brakeman, while coupling had his left hand jammed.

April 14. — Ayer Junction: Albert Young, brakeman, was knocked down by train and killed.

April 15. — Lincoln Square: Samuel Brierly, working on Fitchburg Railroad main line, stepped out of way of Boston & Maine shifter and was struck by Fitchburg train and killed.

April 16. — Union Station, Boston: Merritt Tinale, employee of Pullman Company, walking on tracks in yard, was struck by engine and fatally injured.

April 21. — East Cambridge: James Culley, brakeman, while coupling had his foot crushed.

April 24 (?). — Frank Maher, brakeman, while going down ladder on car, fell, was run over and fatally injured.

April 25. — North Billerica: John O'Rourke, section man, working on track, was struck by engine and killed.

May 1. — Mystic Junction: William Emery, brakeman, while coupling was caught between cars and somewhat jammed about the body.

May 3. — Rowley: unknown man found dead on inward track; particulars not known.

May 4. — Salem: Ferdinand Trembly, walking on track, was struck by engine and killed.

May 5. — Oakdale: John C. Mullin, yard conductor, while shifting was thrown from top of car, run over and killed.

May 7. — North Lawrence: Jos. Duchon, brakeman, while coupling caught and jammed his finger.

May 7. — Edgeworth: John Crowley, section man, was struck by train and instantly killed.

May 8. — Wilmington Junction: F. Berry, brakeman, while coupling caught and jammed his finger.

May 14. — Rockport: T. S. Tarr, brakeman, caught his finger between pin and stiff shackle and jammed end of it.

May 14. — Lynn: John Haskell walked under gates in front of engine, was struck by pilot and somewhat injured.

May 15. — Haverhill: Benj. Whitehouse, brakeman, while coupling caught and jammed his thumb.

May 16. — Mystic Junction: Wm. Harrison, brakeman, while coupling had two fingers on right hand jammed.

May 16. — Lynn: P. Hodgkins, walking on track, was struck by engine and killed.

May 19. — Lowell: Paul McDonald, brakeman, in pulling pin to cut off car from engine caught and jammed his thumb.

May 22. — Chicopee: Jan Nowork, walking on track, was struck by engine and killed.

May 24. — Union Station, Boston: Timothy Foley, brakeman, while coupling had his finger bruised.

May 27. — Salem: Joseph Thompson, while making a coupling had his wrist and hand jammed.

May 29. — North Hatfield: Mrs. Bella Crafts, while driving over crossing, was struck by engine; horse was killed and Mrs. Crafts had one leg broken and was badly shaken up.

June 1. — North Lawrence: August Badenride, a boy trespasser, attempting to cross tracks between two cars, was caught and badly jammed through the body.

June 10. — West Lynn: Fred Dunham, brakeman, while coupling had his finger crushed.

June 13. — Lowell: Maurice Hannafin, trespasser, in attempting to get on moving train fell and was run over, cutting off his arm and leg.

June 17. — East Somerville: Wm. G. Budd, brakeman, had his finger crushed while coupling cars.

June 18. — Lawrence: Peter Desjardius, brakeman, while coupling engine to car had his finger slightly bruised.

June 22. — Wilmington Junction: H. H. Pressey, conductor, while staking cars from siding stepped on track in front of engine, was struck and fatally injured.

June 23. — Boston: J. Dorsey, brakeman, while coupling engine to car caught and jammed his right hand.

June 26. — Salem: W. S. Porter, brakeman, stepped in front of engine, was struck by same and fatally injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Tristram A. Mackinnon, *First Vice-President and General Manager*, Boston, Mass. William F. Berry, *Second Vice-President and General Traffic Manager*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. Richard Olney, *General Counsel*, Boston, Mass. William J. Hobbs, *General Auditor*, Boston, Mass. Frank Barr, *Assistant General Manager*, Boston, Mass. Dana J. Flanders, *General Passenger and Ticket Agent*, Boston, Mass. Michael T. Donovan, *General Freight Agent*, Boston, Mass. Daniel W. Sanborn, *General Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Richard Olney, Boston, Mass. Alvah W. Sulloway, Franklin, N. H. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass. Henry R. Reed, Boston, Mass. Lewis Cass Ledyard, New York, N. Y. Henry M. Whitney, Brookline, Mass. Henry F. Dimock, New York, N. Y. William Whiting, Holyoke, Mass. Charles M. Pratt, New York, N. Y. Alexander Cochrane, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
HENRY R. REED,
J. S. RICKER,
JOSEPH H. WHITE,
WILLIAM WHITING,
C. M. PRATT,
WALTER HUNNEWELL,
A. W. SULLOWAY,
ALEX. COCHRANE,

Directors.

AMOS BLANCHARD,

Treasurer.

T. A. MACKINNON,

First Vice-President and General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 13, 1900. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry R. Reed, J. S. Ricker, Joseph H. White, William Whiting, C. M. Pratt, Walter Hunnewell, A. W. Sulloway, Alex. Cochrane, Amos Blanchard and T. A. Mackinnon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. WETHERELL DRAPER,
Justice of the Peace.

Approved.

GEO. H. POOR,
Commissioner for Massachusetts.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE THIRTIETH DAY OF JUNE, 1900.

CR.		
Amount on hand as per report of June 30, 1899,		\$783 64
Annual payment to sinking fund by the Boston & Maine Railroad Company for the year ending Sept. 1, 1899,		100,000 00
Proceeds of sale of land to Manchester, Oct. 17, 1899, . . .		1,676 10
Amount of excess of cost of certificates of indebtedness over the fair value fixed by the trustees, received from the Boston & Maine Railroad Company Oct 24, 1899,		256 15
Interest on deposits at National Shawmut Bank June 30, 1899 (one year),		303 12
		<hr/> \$103,019 01 <hr/>
DR.		
Cost of certificates of indebtedness purchased Oct. 26, 1899 (\$88,500),	\$100,924 90	
Accrued interest paid,	811 25	
	<hr/> \$101,736 15	
Balance on hand June 30, 1900, deposited at the National Shawmut Bank,	1,282 86	
		<hr/> \$103,019 01 <hr/>

W. P. PHILLIPS,
CHARLES R. CODMAN,
CHARLES U. COTTING,
Trustees Eastern Railroad.

BOSTON, June 30, 1900.

To the Railroad Commissioners of Massachusetts.

We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company issued by us and outstanding on the thirtieth day of June, 1900, were as follows:—

Certificates of indebtedness payable in sterling money of Great Britain,	£319,600
Certificates payable in gold dollars of the United States of America,	\$6,742,500
Scrip certificates,	21 cents.

The above shows a decrease from amount last reported of \$88,500, being certificates purchased under provisions of chapter 373 of the Acts of 1888, by written request of the Boston & Maine Railroad Corporation.

W. P. PHILLIPS,
CHARLES R. CODMAN,
CHARLES U. COTTING,
Trustees Eastern Railroad.

BOSTON, June 30, 1900.

RETURN

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$489,800 00
Dividends received on stocks owned,		400 00
GROSS INCOME,		\$490,200 00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$4,050 68	
Interest on funded debt,	86,800 00	
TOTAL EXPENSES AND CHARGES UPON INCOME,		90,850 68
NET DIVISIBLE INCOME,		\$399,349 32
Dividends declared (10 per cent),		400,000 00
Deficit for the year ending June 30, 1900,		\$650 68
Amount of surplus June 30, 1899,		80,764 22
Credits to profit and loss account during the year: proportion of 1899 expenses paid by lessee,		912 88
TOTAL SURPLUS JUNE 30, 1900,		\$81,026 42
GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.		Dr.
Cost of road,		\$5,046,088 30
Cost of equipment,		871,234 35
Lands in Massachusetts,		82,183 94
Stock of Providence, Warren & Bristol Rail- road Company,	\$158,505 00	
Stock of Union Freight Railroad Company,	79,014 42	
Stock of Boston Terminal Company,	100,000 00	
		337,519 42
TOTAL PERMANENT INVESTMENTS,		\$6,337,026 01
Cash,	\$49,430 41	
Second National Bank, Boston,	102,315 00	
Globe National Bank, Boston,	1,720 00	
Other cash assets,	10,090 00	
TOTAL CASH AND CURRENT ASSETS,		163,555 41
TOTAL,		\$6,500,581 42

LIABILITIES.				CR.	
Capital stock,	.	.	.	.	\$4,000,000 00
Funded debt,	.	.	.	.	2,170,000 00
Current liabilities:					
Dividend due July 1, 1900,	.	.	.	\$100,000 00	
Dividends not called for,	.	.	.	4,035 00	
Matured interest coupons unpaid (including coupons due July 1),	.	.	.	45,520 00	
Miscellaneous current liabilities: New York, New Haven & Hartford Railroad Company,	.	.	.	100,000 00	
TOTAL CURRENT LIABILITIES,				.	249,555 00
Profit and Loss balance (surplus),	.	.	.	.	81,026 42
TOTAL,				.	\$6,500,581 42
CAPITAL STOCK.					
Capital stock authorized by law,	.	.	.	\$4,000,000 00	
Capital stock authorized by votes of company,	.	.	.	4,000,000 00	
Capital stock issued and outstanding,	.	.	.	.	\$4,000,000 00
Number of shares issued and outstanding,	.	.	.	40,000	
Number of stockholders,	.	.	.	1,669	
Number of stockholders in Massachusetts,	.	.	.	1,343	
Amount of stock held in Massachusetts,	.	.	.	\$3,383,400 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon bonds (plain),	Per Cent. 4	July 1, 1918, .	\$2,170,000 00	\$85,780 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 41.890	Miles. 38.700
Length of branch line,	21.140	16.580
TOTAL LENGTH OF LINE OWNED,	63.030	55.280
Length of second track,	54.980	51.790
Length of third track,	12.880	10.730
Length of fourth track,	12.880	10.730
Length of side track, etc.,	79.950	55.490
TOTAL LENGTH OF TRACK OWNED,	223.720	184.020

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,

526 SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Royal C. Taft, *President*, Providence, R. I. Benjamin B. Torrey, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Royal C. Taft, Providence, R. I. Robert H. Stevenson, Boston, Mass. Edward W. Hooper, Cambridge, Mass. Charles P. Bowditch, Boston, Mass. Robert I. Gammell, Providence, R. I. George A. Gardner, Boston, Mass. John C. Gray, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROYAL C. TAFT,
ROBT. H. STEVENSON,
CHARLES P. BOWDITCH,
R. I. GAMMELL,
GEO. A. GARDNER,
JOHN C. GRAY,

Directors.

B. B. TORREY,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 10, 1900. Then personally appeared the above-named Royal C. Taft, Robert H. Stevenson, George A. Gardner and Benjamin B. Torrey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 25, 1900. Then personally appeared the above-named Charles P. Bowditch, Robert I. Gammell and John C. Gray and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,
Justice of the Peace.

RETURN

OF THE

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$354,086 04
Operating expenses,	304,316 83
NET EARNINGS FROM OPERATION,	\$49,769 21
Miscellaneous income, less expense of collecting: sales of old material, rents, etc.,	20,254 80
GROSS INCOME ABOVE OPERATING EXPENSES,	\$70,024 01
Charges upon income accrued during the year:	
Interest on funded debt, \$39,695 00	
Interest and discount on unfunded debts and loans, 5,828 03	
Taxes, 7,500 98	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	53,024 01
NET DIVISIBLE INCOME,	\$17,000 00
Dividends declared during the year payable on—	
January 1, 1900, 1 per cent on \$850,000, \$8,500 00	
July 1, 1900, 1 per cent on \$850,000, 8,500 00	
TOTAL DIVIDENDS DECLARED,	17,000 00
Amount of surplus June 30, 1899,	\$57,790 61
TOTAL SURPLUS JUNE 30, 1900,	\$57,790 61

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$371,851 64		
Deductions:			
Excess fares refunded,		\$17,765 60	
NET REVENUE FROM PASSENGERS,			\$354,086 04
GROSS EARNINGS FROM OPERATION,			\$354,086 04

EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers,	\$8,520 00
Salaries of clerks and attendants,	3,871 03
General office expenses and supplies,	1,925 38
Insurance,	3,227 13
Law expenses,	1,435 00
Stationery and printing (general offices),	2,038 90
Other general expenses : band concerts, etc.,	2,009 48
TOTAL,	\$23,026 92
Maintenance of way and structures :	
Repairs of roadway,	\$21,929 83
Renewals of rails,	8,119 36
Renewals of ties,	2,436 31
Repairs and renewals of bridges and culverts,	1,355 12
Repairs and renewals of fences, road crossings, signs and cattle guards,	125 54
Repairs and renewals of buildings and fixtures,	9,152 60
TOTAL,	\$43,118 76
Maintenance of equipment :	
Repairs and renewals of locomotives,	\$13,241 12
Repairs and renewals of passenger cars,	20,843 00
Repairs and renewals of marine equipment,	15,953 39
TOTAL,	\$50,037 51
Conducting transportation :	
Engine and roundhouse men,	\$24,505 85
Fuel for locomotives,	21,118 25
Water supply for locomotives,	4,418 28
Oil, tallow, waste and other supplies for locomotives,	1,403 72
Train service,	40,010 85
Train supplies and expenses,	3,444 62
Switchmen, flagmen and watchmen,	20,575 50
Telegraph expenses,	1,640 02
Station service,	26,677 40
Station supplies,	10,338 48
Loss and damage,	172 00
Injuries to persons,	6,148 00
Operating marine equipment,	23,099 71
Advertising,	1,880 96
Stationery and printing,	2,700 00
TOTAL,	\$188,133 64
Recapitulation :	
General expenses,	\$23,026 92
Maintenance of way and structures,	43,118 76
Maintenance of equipment,	50,037 51
Conducting transportation,	188,133 64
TOTAL OPERATING EXPENSES,	\$304,316 83
Percentage of operating expenses to gross earnings,	85.94

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.		Dr.	
Cost of road,			\$1,445,077 38
Cost of equipment,			240,001 06
Real estate,			85,087 00
Other permanent property: ferry boats,			131,000 00
TOTAL PERMANENT INVESTMENTS,			\$1,901,165 44
Cash,	\$27,169 73		
Due from solvent companies and individuals,	529 00		
Other cash assets,	17,841 24		
TOTAL CASH AND CURRENT ASSETS,			45,539 97
Materials and supplies,			16,681 97
TOTAL,			\$1,963,387 38
LIABILITIES.		Cr.	
Capital stock,			\$850,000 00
Funded debt,			850,000 00
Current liabilities:			
Loans and notes payable,	\$145,000 00		
Audited vouchers and accounts,	20,172 23		
Dividends not called for,	55 00		
Miscellaneous current liabilities,	26,169 54		
TOTAL CURRENT LIABILITIES,			191,396 77
Miscellaneous accrued liabilities: dividend due July 1, 1900,			8,500 00
Sinking and other special funds: injury fund,			5,700 00
Profit and Loss balance (surplus),			57,790 61
TOTAL,			\$1,963,387 38

PROPERTY ACCOUNTS.

Additions to construction account: lands, land damages and fences,	\$150 00
Additions to equipment account: locomotives (2 in number),	19,093 63
Other expenditures charged to property accounts: ferry boat "Dartmouth,"	58,000 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$77,243 63
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): land sold,	540 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$76,703 63

CAPITAL STOCK.

Capital stock authorized by law,	\$1,125,000 00	
Capital stock authorized by votes of company,	1,125,000 00	
Capital stock issued and outstanding,		\$850,000 00
Number of shares issued and outstanding,	8,500	
Number of stockholders,	296	
Number of stockholders in Massachusetts,	265	
Amount of stock held in Massachusetts,	\$650,600 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. $4\frac{1}{2}$	July 15, 1927,	\$561,000 00	\$25,245 00
Mortgage bonds, Wintthrop Branch, .	5	Sept. 1, 1906,	289,000 00	14,450 00
TOTALS, . . . . .	. . .	. . .	\$850,000 00	\$39,695 00

SINKING AND OTHER SPECIAL FUNDS.

<i>Injury Fund.</i>				
Amount of injury fund June 30, 1899, . . . . .	.	.	.	\$4,700 00
Additions during the year, . . . . .	.	.	.	1,000 00
TOTAL INJURY FUND JUNE 30, 1900, . . . . .	.	.	.	\$5,700 00
<i>Improvement Fund.</i>				
Amount of improvement fund June 30, 1899, . . . . .	.	.	.	\$16,000 00
Deductions during the year: rebuilding ferry boat "Swamp-scott," . . . . .	.	.	.	\$16,000 00

VOLUME OF TRAFFIC, ETC.

<i>Passenger traffic:</i>				
Number of passengers carried paying revenue, . . . . .	.	.	.	5,392,059
Number of passengers carried one mile, . . . . .	.	.	.	32,516,135
Number of passengers carried one mile per mile of road operated, . . . . .	.	.	.	2,463,343
Average length of journey per passenger, . . . . .	.	.	.	6.033 miles.
Average amount received from each passenger, . . . . .	.	.	.	6.566 cents.
Average amount received per passenger per mile carried, . . . . .	.	.	.	1.088 "
Passenger earnings (gross) per mile of road operated, . . . . .	.	.	.	\$26,842 70.000
Passenger earnings (gross) per train-mile run, . . . . .	.	.	.	79.975
<i>Operating expenses:</i>				
Operating expenses per mile of road operated, . . . . .	.	.	.	23,054 60.000
Operating expenses per revenue-train mile run, . . . . .	.	.	.	68.734
<i>Train mileage:</i>				
Miles run by passenger trains, . . . . .	.	.	.	442,745
Total mileage of trains earning revenue, . . . . .	.	.	.	442,745
Miles run by construction and other trains, . . . . .	.	.	.	2,405
Total train mileage, . . . . .	.	.	.	445,150
<i>Fares and freights:</i>				
Average rate of fare per mile on single local tickets, . . . . .	.	.	.	1.088 cents.
<i>Passengers to and from Boston:</i>				
Number of passengers (including season-ticket) to Boston, . . . . .	.	.	.	2,302,713
Number of passengers (including season-ticket) from Boston, . . . . .	.	.	.	2,290,670
<i>Employees:</i>				
Average number of persons employed, . . . . .	.	.	.	273

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 8.800	Miles. 8.800
Length of branch line,	4.400	4.400
TOTAL LENGTH OF LINE OWNED,	13.200	13.200
Length of second track,	9.500	9.500
Length of side track, etc.,	3.750	3.750
TOTAL LENGTH OF TRACK OWNED,	26.450	26.450
RAILROAD OPERATED.		
Length of main line,	8.800	8.800
Length of branch line,	4.400	4.400
TOTAL LENGTH OF LINE OPERATED,	13.200	13.200
Length of second track,	9.500	9.500
Length of side track, etc.,	3.750	3.750
TOTAL LENGTH OF TRACK OPERATED,	26.450	26.450

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.				Number Owned.	Equipped with Power Driving- wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				11	2	Lbs. 76,000	Lbs. 70,000
ROLLING STOCK.				Number Owned.	Equipped with Power Train Brakes.	Equipped with Au- tomatic Couplers.	Name of Coupler Used.
CARS—PASSENGER SERVICE.							
Passenger cars,	43	43	43	8	8	8	Miller. Miller.
Combination cars,	8	8	8				
TOTAL,	51	51	51				
CARS—COMPANY'S SERVICE.							
Gravel cars,	12	1	1	6	1	1	
Other cars in company's service,	6	1	1				
TOTAL,	18	1	1				

Number of 8-wheel cars in passenger service with brakes for all wheels, 51

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	11
Number of highway grade crossings protected by gates,	6
Number of highway grade crossings protected by flagmen,	5
Number of highway bridges less than 18 feet above track,	14
Height of lowest highway bridge above track,	12 ft. 6 in.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
7A, Crystal Cove,	Pile,	775 feet filled solid with earth.
Bridges eliminated during the year: 775 feet of Crystal Cove bridge, Winthrop, filled solid with earth.		
Total length of pile and trestle bridging (in feet),		5,951

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	1	11	1	11	1	11
Employees, .	-	-	-	6	-	6	-	6
Other persons,	-	-	1	4	1	4	1	4
TOTALS, .	-	-	2	21	2	21	2	21

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 10, 1899. — G. W. Scott, employee, had his foot jammed under the drop at East Boston; not much injured.

July 18. — Mrs. Sutherland fell on the platform at East Boston, injuring her leg.

July 31. — Mary A. Cole fell down steps at Lynn station, injuring her ankle.

August 7. — Wm. O'Neill attempted to jump on train at West Lynn while the train was in motion, and fell, injuring his knee.

August 6. — Lawrence Brown jumped off train at East Boston while train was in motion; struck against signal box, injuring his head.

August 8. — Frank Lisandro, employee, crushed one finger while unloading rails.

August 19. — Walter P. Brown jumped or fell from train near Oak Island station; died the next day.

August 30. — Albert Shaw was struck by train while walking on Harbor View bridge; not much injured.

September 10. — C. Donahoe attempted to get on train at Winthrop beach after it had started; injured his thumb.

September 27. — H. B. McKenzie jumped off train at Crescent beach before it had stopped; slightly injured his knee.

December 29. — P. Anderson, employee, was struck by train while lighting signal lamp at East Boston; not much injured.

January 19, 1900. — E. M. Annis fell down steps at Lynn; not much injured.

February 5. — E. L. Rolfe, employee, putting coal on board ferry boat, was struck in the mouth by the coal barrow; lip cut and one tooth knocked out.

February 17. — R. A. Newhall, employee, jammed two fingers while coupling locomotive to train at Lynn.

April 2. — John Lydon was struck by train while walking on the track near West Lynn; one foot crushed.

April 24. — Miss Reardon jumped from train at Lynn while in motion; not much injured.

April 26. — Timothy Waters was struck by train while walking on track near Harbor View bridge; so seriously injured that he died two days later at the hospital.

April 26. — Mrs. Mackenzie stepped off train before it had stopped at Crescent beach, injuring her shoulder somewhat.

May 31. — C. H. Smither attempted to get on train at East Boston after it had started; fell, and received a cut under his eye.

June 14. — Rosa Becararo was struck by a train while walking on the track at East Boston; right side injured.

June 15. — Mrs. Paddock slipped while getting off train at Crescent beach; injured her knee.

June 25. — Gertie Ansen was in a wagon which was struck by a train on a private crossing West Lynn; not much injured.

June 29. — M. E. Toothaker, employee, jammed two fingers while coupling cars at East Boston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Melvin O. Adams, *President*, Boston, Mass. Henry R. Reed, *Vice-President*, Boston, Mass. John A. Fenno, *Treasurer and Superintendent*, Boston, Mass. Henry L. Hoyt, *General Passenger Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Melvin O. Adams, Boston, Mass. Henry R. Reed, Boston, Mass. Joseph S. Ricker, Portland, Me. Elijah B. Stoddard, Worcester Mass. Henry F. Hurlburt, Lynn, Mass. John A. Fenno, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MELVIN O. ADAMS,
HENRY R. REED,
ELIJAH B. STODDARD,
J. S. RICKER,
JOHN A. FENNO,

Directors.

JOHN A. FENNO,
Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 25, 1900. Then personally appeared the above-named John A. Fenno, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MELVIN O. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 4, 1900. Then personally appeared the above-named Melvin O. Adams, Henry R. Reed, Elijah B. Stoddard and J. S. Ricker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN A. FENNO,
Justice of the Peace.

RETURN

OF THE

CAPE ANN GRANITE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,896 78
Operating expenses,	5,545 82
NET EARNINGS FROM OPERATION,	\$2,350 96
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,887 12
Taxes,	315 60
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,202 72
Surplus for the year ending June 30, 1900,	\$148 24
Amount of surplus June 30, 1899,	634 76
TOTAL SURPLUS JUNE 30, 1900,	\$783 00
EARNINGS FROM OPERATION.	
Freight service: gross receipts from freight,	\$7,896 78
GROSS EARNINGS FROM OPERATION,	\$7,896 78
EXPENSES OF OPERATION.	
General expenses:	
Law expenses,	\$212 78
Stationery and printing (general office),	1 95
TOTAL,	\$214 73
Maintenance of way and structures: repairs of roadway,	\$108 38
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$83 80
Repairs and renewals of freight cars,	282 37
TOTAL,	\$366 17
Conducting transportation:	
Engine and roundhouse men,	\$853 70
Fuel for locomotives,	417 00
Oil, tallow and waste for locomotives,	89 44

Conducting transportation — <i>Concluded.</i>		
Train service,		\$822 89
Switchmen, flagmen and watchmen,		595 41
Other expenses of conducting transportation: wharfage,		2,078 10
TOTAL,		\$4,856 54
Recapitulation:		
General expenses,		\$214 73
Maintenance of way and structures,		108 38
Maintenance of equipment,		366 17
Conducting transportation,		4,856 54
TOTAL OPERATING EXPENSES,		\$5,545 82
GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.		DR.
Cost of road,		\$20,951 92
Cost of equipment,		10,500 00
TOTAL PERMANENT INVESTMENTS,		\$31,451 92
Cash,	\$783 00	
Due from solvent companies and individuals,	3,008 03	
TOTAL CASH AND CURRENT ASSETS,		3,791 03
TOTAL,		\$35,242 95
LIABILITIES.		CR.
Capital stock,		\$20,000 00
Current liabilities:		
Loans and notes payable,	\$11,451 92	
Audited vouchers and accounts,	3,008 03	
TOTAL CURRENT LIABILITIES,		14,459 95
Profit and loss balance (surplus),		783 00
TOTAL,		\$35,242 95
CAPITAL STOCK.		
Capital stock authorized by law,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		\$20,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	9	
Number of stockholders in Massachusetts,	9	
Amount of stock held in Massachusetts,	\$20,000 00	

VOLUME OF TRAFFIC, ETC.

Freight traffic:		
Number of tons of freight hauled earning revenue,		41,562
Number of tons of freight hauled one mile,		59,683
Number of tons of freight hauled one mile per mile of road operated,		28,943

Freight traffic — <i>Concluded.</i>	
Average length of haul per ton,	1,436 miles.
Average amount received for each ton of freight,	19.000 cents.
Average amount received per ton per mile hauled,	13.231 "
Freight earnings (gross) per mile of road operated,	\$5,499 15.004
Freight earnings (gross) per freight-train mile run,	2 20 583
Operating expenses :	
Operating expenses per mile of road operated,	3,861 99.150
Operating expenses per revenue train-mile run,	1 54.913
Train mileage :	
Miles run by freight trains,	2,493
Total mileage of trains earning revenue,	2,493
Employees :	
Average number of persons employed,	4

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 1,436	Miles. 1,436
Length of side track, etc., . . . . .	.781	.781
TOTAL LENGTH OF TRACK OWNED,	2.217	2.217
RAILROAD OPERATED.		
Length of main line,	1,436	1,436
Length of side track, etc., . . . . .	.781	.781
TOTAL LENGTH OF TRACK OPERATED,	2.217	2.217

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.				
Freight,	1	1	Lbs. 60,000	Lbs. 60,000
CARS — FREIGHT SERVICE.				
Flat cars,	15	-	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	2
Number of highway grade crossings protected by gates,	1
Number of highway grade crossings protected by flagmen,	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CAPE ANN GRANITE RAILROAD COMPANY,

40 WATER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Jonas H. French, *President*, 40 Water Street, Boston, Mass. George E. Craig, *Treasurer and Clerk of Corporation*, 40 Water Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jonas H. French, Gloucester (Bay View), Mass. George E. Craig, Walpole, Mass. William H. Pearson, Boston, Mass. Edward O. Merrill, Malden, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JONAS H. FRENCH,
WILLIAM H. PEARSON,
EDWARD O. MERRILL,
Directors.
JONAS H. FRENCH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 5, 1900. Then personally appeared the above-named Jonas H. French, William H. Pearson and Edward O. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES E. LEACH,
Notary Public.

RETURN

OF THE

CENTRAL MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$191,642 64
Income from other sources:	
Interest on deposits,	136 11
From Boston & Maine Railroad, maintenance, etc., . . .	1,500 00
GROSS INCOME,	\$193,278 75
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$1,500 00
Interest on funded debt,	105,000 00
Other expenses and charges upon income:	
Interest on equipment,	17,183 00
Carried into contingent fund for extraordinary expenses,	10,285 39
TOTAL EXPENSES AND CHARGES UPON INCOME,	133,968 39
NET DIVISIBLE INCOME,	\$59,310 36
Dividends declared ($1\frac{1}{2}$ per cent on preferred stock), . . .	59,174 25
Surplus for the year ending June 30, 1900,	\$136 11
Amount of surplus June 30, 1899,	1,516 36
TOTAL SURPLUS JUNE 30, 1900,	\$1,652 47
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road and equipment,	\$9,521,622 33
Cash,	7,713 88
TOTAL,	\$9,529,336 21
LIABILITIES.	CR.
Capital stock, common,	\$3,471,100 00
Capital stock, preferred,	3,950,522 33
TOTAL CAPITAL STOCK,	\$7,421,622 33

Funded debt,	\$2,100,000 00
Sinking and other special funds:	
Contingent fund,	\$5,453 76
Expense fund,	607 65
TOTAL SINKING AND OTHER SPECIAL FUNDS,	6,061 41
Profit and Loss balance (surplus),	1,652 47
TOTAL,	\$9,529,336 21

CAPITAL STOCK.

Capital stock authorized by law, common,	\$3,500,000 00	
Capital stock authorized by law, preferred,	3,950,912 33	
Total capital stock authorized by law,	\$7,450,912 33	
Capital stock authorized by votes of company, common,	\$3,500,000 00	
Capital stock authorized by votes of company, preferred,	3,950,912 33	
Total capital stock authorized by vote,	\$7,450,912 33	
Capital stock issued and outstanding, common,		\$3,471,100 00
Capital stock issued and outstanding, preferred,		3,945,100 00
Total capital stock outstanding,		\$7,416,200 00
Amount paid in scrip convertible into stock,		5,422 33
TOTAL CAPITAL STOCK LIABILITY,		\$7,421,622 33
Number of shares issued and outstanding, common,	34,711	
Number of shares issued and outstanding, preferred,	39,451	
Total number of shares outstanding,		74,162
Number of stockholders, common,	771	
Number of stockholders, preferred,	374	
Total number of stockholders,		1,145
Number of stockholders in Massachusetts, common,	675	
Number of stockholders in Massachusetts, preferred,	329	
Total stockholders in Massachusetts,		1,004
Amount of stock held in Massachusetts, common,		\$3,137,700 00
Amount of stock held in Massachusetts, preferred,		3,804,200 00
Total stock held in Massachusetts,		\$6,941,900 00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	5	Oct. 1, 1906, .	\$2,000,000 00	\$100,000 00
Coupon bonds,	5	Oct. 1, 1906, .	100,000 00	5,000 00
TOTALS,			\$2,100,000 00	\$105,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 98.770	Miles. 98.770
Length of side track, etc.,	24.300	24.300
TOTAL LENGTH OF TRACK OWNED,	123.070	123.070

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CENTRAL MASSACHUSETTS RAILROAD COMPANY.

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert S. Bradley, *President*, Boston, Mass. John W. Weeks, *Vice-President*, Boston, Mass. Henry Hornblower, *Treasurer*, Boston, Mass. William P. Shepard, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas H. Perkins (deceased June 30, 1900). Henry Woods, Boston, Mass. Joseph H. Gray, Boston, Mass. John W. Weeks, West Newton, Mass. George W. Morse, West Newton, Mass. Robert S. Bradley, Boston, Mass. George Van Dyke, Lancaster, N. H. Ephraim Stearns, Waltham, Mass. William G. Shillaber, Boston, Mass. James P. Graves, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JAMES P. GRAVES,
GEORGE VAN DYKE,
HENRY WOODS,
W. G. SHILLABER,
EPHRAIM STEARNS,
JOHN W. WEEKS,
Directors.
HENRY HORNBLOWER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. JULY 30, 1900. Then personally appeared the above-named James P. Graves, George Van Dyke, Henry Woods, W. G. Shillaber, Ephraim Stearns and John W. Weeks, directors, and Henry Hornblower, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES J. PHELAN,
Notary Public.

RETURN

OF THE

CHATHAM RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$3,188 22
Interest received on bonds owned: Chatham Railroad Company,	120 00
Income from other sources:	
Store rental,	\$95 00
Interest on deposits,	34 32
	129 32
GROSS INCOME,	\$3,437 54
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$100 52
Interest on funded debt,	1,488 00
Taxes,	171 27
Other expenses and charges upon income:	
Premium and accrued interest on bonds bought,	245 00
Insurance and store expenses,	8 60
	2,013 39
TOTAL EXPENSES AND CHARGES UPON INCOME,	2,013 39
NET DIVISIBLE INCOME,	\$1,424 15
Dividends declared (1 per cent),	682 00
Surplus for the year ending June 30, 1900,	\$742 15
Amount of surplus June 30, 1899,	9,235 29
TOTAL SURPLUS JUNE 30, 1900,	\$9,977 44
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$98,435 58
Bonds of Chatham Railroad,	2,000 00
Other permanent property: one store,	1,055 55
TOTAL PERMANENT INVESTMENTS,	\$101,491 13

Cash,	\$950 85	
Bills receivable,	783 46	
TOTAL CASH AND CURRENT ASSETS,		\$1,734 31
TOTAL,		\$103,225 44
LIABILITIES.		CR.
Capital stock,		\$68,200 00
Funded debt,		24,800 00
Accrued liabilities: interest accrued and not yet due,		248 00
Profit and Loss balance (surplus),		9,977 44
TOTAL,		\$103,225 44
PROPERTY ACCOUNTS.		
Expenditures charged to property accounts: bonds Chatham Railroad Company,		\$2,000 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$2,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$70,000 00	
Capital stock authorized by votes of company,	85,000 00	
Capital stock issued and outstanding,		\$68,200 00
Number of shares issued and outstanding,	682	
Number of stockholders,	133	
Number of stockholders in Massachusetts,	118	
Amount of stock held in Massachusetts,	\$50,100	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage,	6	Nov. 1, 1902,	\$5,800 00	\$348 00
First mortgage,	6	Nov. 1, 1907,	19,000 00	1,140 00
TOTALS,			\$24,800 00	\$1,488 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	7.070	7.070
Length of side track, etc., . . . . .	.770	.770
TOTAL LENGTH OF TRACK OWNED,	7.840	7.840

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHATHAM RAILROAD COMPANY,
CHATHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Clarendon A. Freeman, *President*, North Chatham, Mass. Charles Bassett,
Treasurer and Clerk of Corporation, South Chatham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clarendon A. Freeman, North Chatham, Mass. Daniel W. Nickerson,
Chatham, Mass. Oliver E. Eldredge, Chatham, Mass. Heman A. Harding,
Chatham, Mass. Charles Bassett, South Chatham, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

C. A. FREEMAN,
OLIVER E. ELDREDGE,
DANIEL W. NICKERSON,
HEMAN A. HARDING,
Directors.
CHAS. BASSETT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, SS. CHATHAM, Aug. 14, 1900. Then personally appeared the
above-named C. A. Freeman, Daniel W. Nickerson, Oliver E. Eldredge,
Heman A. Harding and Charles Bassett, and severally made oath that the
foregoing certificate by them subscribed is, to the best of their knowledge and
belief, true.

Before me,

ERASTUS T. BEARSE,
Notary Public.

RETURN

OF THE

CHESTER & BECKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$633 58
Income from other sources: interest on deposits,	5 07
GROSS INCOME,	\$638 65
Expenses and charges upon income accrued during the year:	
Interest on funded debt,	\$2,500 00
Interest and discount on unfunded debts and loans,	2,091 88
Other expenses and charges upon income,	44 40
TOTAL EXPENSES AND CHARGES UPON INCOME,	4,636 28
Deficit for the year ending June 30, 1900,	\$3,997 63
Amount of deficit June 30, 1899,	6,079 58
TOTAL DEFICIT JUNE 30, 1900,	\$10,077 21

GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	
Cost of road,	\$136,893 98
Profit and Loss balance (deficit),	10,077 21
TOTAL,	\$146,971 19
LIABILITIES.	
Capital stock,	\$50,000 00
Funded debt,	50,000 00
Current liabilities:	
Loans and notes payable,	\$38,019 31
Matured interest coupons unpaid (including coupons due July 1),	5,000 00
Miscellaneous current liabilities: interest on notes payable,	3,951 88
TOTAL CURRENT LIABILITIES,	46,971 19
TOTAL,	\$146,971 19

CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	\$42,200 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	5.270	5.270
Length of side track, etc.,	1.800	1.800
TOTAL LENGTH OF TRACK OWNED,	7.070	7.070

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHESTER & BECKET RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. Frank H. Ratcliffe, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Rumrill, Springfield, Mass. Edward D. Hayden, Woburn, Mass.
Samuel Hoar, Concord, Mass. Zenas Crane, Dalton, Mass. William A.
Harder, Hudson, N. Y. Smith Thompson, Hudson, N. Y. Frederick Collier,
Hudson, N. Y.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
FREDERICK J. COLLIER,
ZENAS CRANE,
EDWARD D. HAYDEN,
SAML. HOAR,
F. H. RATCLIFFE,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 26, 1900. Then personally appeared the above-named James A. Rumrill, Frederick J. Collier, Zenas Crane, Edward D. Hayden, Samuel Hoar and Frank H. Ratcliffe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. P. FURBER,
Justice of the Peace.

RETURN

OF THE

CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$351,600 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$2,000 00
Interest on funded debt,	91,600 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	93,600 00
NET DIVISIBLE INCOME,	\$258,000 00
Dividends declared (10 per cent),	\$258,000 00
Amount of deficit June 30, 1899,	\$292,689 29
TOTAL DEFICIT JUNE 30, 1900,	\$292,689 29
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	Dr.
Cost of road,	\$3,483,068 41
Cost of equipment,	455,977 66
Lands in Chicopee and Brightwood,	39,175 00
Stock of Vermont Valley Railroad Company of 1871,	\$579,220 00
Stock of Hampden Park,	23,987 50
TOTAL PERMANENT INVESTMENTS,	603,207 50
TOTAL PERMANENT INVESTMENTS,	\$4,581,428 57
Cash,	\$28,426 56
Due from solvent companies and individuals,	480,162 86
TOTAL CASH AND CURRENT ASSETS,	508,589 42
Profit and Loss balance (deficit),	292,689 29
TOTAL,	\$5,382,707 28

LIABILITIES.		CR.
Capital stock,		\$2,580,000 00
Funded debt,		2,290,000 00
Current liabilities:		
Dividends not called for,	\$430 00	
Matured interest coupons unpaid (including coupons due July 1),	27,261 00	
Miscellaneous current liabilities: Boston & Maine Railroad,	470,947 38	
TOTAL CURRENT LIABILITIES,		498,638 38
Accrued liabilities: interest accrued and not yet due,		13,333 34
Sinking and other special funds: fund for corporation ex- penses,		735 56
TOTAL,		\$5,382,707 28

PROPERTY ACCOUNTS.

Additions to construction account: expenditures reported by the Boston & Maine Railroad, lessee,	\$179,755 04
Other expenditures charged to property accounts: 2 shares stock of Hampden Park,	206 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$179,961 04

CAPITAL STOCK.

Capital stock authorized by law,	\$2,670,000 00	
Capital stock authorized by votes of company,	2,580,000 00	
Capital stock issued and outstanding,		\$2,580,000 00
Number of shares issued and outstanding,	25,800	
Number of stockholders,	901	
Number of stockholders in Massachusetts,	692	
Amount of stock held in Massachusetts,	\$1,611,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Scrip bonds,	4	Jan. 1, 1903,	\$1,290,000 00	\$51,675 00
Gold bonds,	4	Sept. 1, 1943,	1,000,000 00	40,000 00
TOTALS,			\$2,290,000 00	\$91,675 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	74.000	50.080
Length of branch line,	5.850	5.850
TOTAL LENGTH OF LINE OWNED,	79.850	55.930
Length of second track,	36.000	36.000
Length of third track, . . . . .	.800	.800
Length of side track, etc.,	61.330	54.380
TOTAL LENGTH OF TRACK OWNED,	177.980	147.110

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Whiting, *President*, Holyoke, Mass. William G. McIntyre, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass. Oscar Edwards, Northampton, Mass.
James H. Williams, Bellows Falls, Vt. John H. Albin, Concord, N. H.
George H. Ball, Boston, Mass. Edmund P. Kendrick, Springfield, Mass.
Seth M. Richards, Newport, N. H. Joseph W. Stevens, Greenfield, Mass.
Lucius Tuttle, Boston, Mass. William W. McClench, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM WHITING,
OSCAR EDWARDS,
GEORGE H. BALL,
JOSEPH W. STEVENS,
EDMUND P. KENDRICK,
WM. W. MCCLENCH,
J. H. ALBIN,

Directors.

WILLIAM G. MCINTYRE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SPRINGFIELD, Sept. 19, 1900. Then personally appeared the above-named William Whiting, Oscar Edwards, George H. Ball, Joseph W. Stevens, Edmund P. Kendrick, Wm. W. McClench, J. H. Albin and William G. McIntyre, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STUART M. ROBSON,

Justice of the Peace.

RETURN

OF THE

DANVERS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, being so intimately connected that separate accounts are not kept.]

GENERAL BALANCE SHEET JUNE 30, 1900.				
ASSETS.			Dr.	
Cost of road,				\$239,678 15
TOTAL,				\$239,678 15
LIABILITIES.			Cr.	
Capital stock,				\$67,500 00
Funded debt,				125,000 00
Current liabilities: due Boston & Maine Railroad,				25,000 00
Profit and Loss balance (surplus),				22,178 15
TOTAL,				\$239,678 15
CAPITAL STOCK.				
Capital stock authorized by law,		\$100,000 00		
Capital stock authorized by votes of company,		100,000 00		
Capital stock issued and outstanding,				\$58,300 00
Amount paid in on shares not yet issued,				9,200 00
TOTAL CAPITAL STOCK LIABILITY,				\$67,500 00
Number of shares issued and outstanding,		583		
Number of stockholders,		47		
Number of stockholders in Massachusetts,		46		
Amount of stock held in Massachusetts,		\$61,100 00		

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon bonds,	Per Cent. 6	March 1, 1875,	\$125,000 00	-

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 9.260	Miles. 9.260
Length of side track, etc.,	2.440	2.440
TOTAL LENGTH OF TRACK OWNED,	11.700	11.700

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DANVERS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Henry R. Reed, Boston, Mass. Henry M. Whitney, Brookline, Mass. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
J. S. RICKER,
JOSEPH H. WHITE,
Directors.
AMOS BLANCHARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, 1900. Then personally appeared the above-named Lucius Tuttle and Amos Blanchard on July 26, J. S. Ricker on July 31, Joseph H. White on August 4, and Samuel C. Lawrence on August 10, 1900, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. WETHERELL DRAPER,
Justice of the Peace.

RETURN OF THE FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$8,071,440 66
Operating expenses,	5,367,867 36
NET EARNINGS FROM OPERATION,	\$2,703,573 30
Charges upon income accrued during the year:	
Interest on funded debt,	\$953,133 32
Taxes,	313,005 51
Rentals of leased roads:	
Vermont & Massachusetts Railroad,	\$244,580 00
Troy & Bennington Rail- road,	15,400 00
	259,980 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,526,118 83
NET DIVISIBLE INCOME,	\$1,177,454 47
Dividends declared during the year payable on —	
December, 1899, 2 per cent on 169,922 shares preferred,	\$339,844 00
June, 1900, 2 per cent on 169,922 shares pre- ferred,	339,844 00
	679,688 00
TOTAL DIVIDENDS DECLARED,	679,688 00
Surplus for the year ending June 30, 1900,	\$497,766 47
Amount of surplus June 30, 1899,	357,349 21
Credits to profit and loss account during the year: profit on sale of Constitution wharf,	110,881 50
TOTAL SURPLUS JUNE 30, 1900,	\$965,997 18

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$2,240,413 04		
Deductions:			
Tickets redeemed, excess fares refunded and other repayments,		\$15,642 30	
NET REVENUE FROM PASSENGERS (carried forward),			\$2,224,770 74

EARNINGS FROM OPERATION — Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward,</i>	<i>.</i>	<i>.</i>	<i>\$2,224,770 74</i>
From mails,	\$83,047 10		
From express,	170,026 13		
From extra baggage and storage and other earnings, passenger service,	38,886 19		
			291,959 42
TOTAL EARNINGS, PASSENGER SERVICE,	<i>.</i>	<i>.</i>	<i>\$2,516,730 16</i>
Freight service:			
Gross receipts from freight,	\$5,313,893 83		
Deductions:			
Overcharge to shippers and other repayments,	<i>.</i>	\$150,630 14	
NET REVENUE FROM FREIGHT,	<i>.</i>	<i>.</i>	<i>\$5,163,263 69</i>
From elevators, wharves, etc.,	\$145,329 16		
Other earnings, freight service: miscellaneous,	133,429 70		
			278,758 86
TOTAL EARNINGS, FREIGHT SERVICE,	<i>.</i>	<i>.</i>	<i>\$5,442,022 55</i>
TOTAL PASSENGER AND FREIGHT EARNINGS,	<i>.</i>	<i>.</i>	<i>\$7,958,752 71</i>
Other earnings from operation:			
Rentals from tracks, yards and terminals,	\$7,500 00		
Rentals from buildings and other property,	62,769 24		
From other sources: miscellaneous,	42,418 71		
			112,687 95
TOTAL OTHER EARNINGS,	<i>.</i>	<i>.</i>	<i>112,687 95</i>
GROSS EARNINGS FROM OPERATION,	<i>.</i>	<i>.</i>	<i>\$8,071,440 66</i>

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$25,390 06
Salaries of clerks and attendants,	22,305 56
General office expenses and supplies,	10,657 04
Insurance,	13,442 15
Law expenses,	16,780 05
Stationery and printing (general offices),	1,225 12
Other general expenses,	16,370 34
TOTAL,	\$106,170 32
Maintenance of way and structures:	
Repairs of roadway,	\$440,223 45
Renewals of rails,	46,367 32
Renewals of ties,	127,641 33
Repairs and renewals of bridges and culverts,	140,030 18
Repairs and renewals of fences, road crossings, signs and cattle guards,	37,114 65
Repairs and renewals of buildings and fixtures,	117,086 32
Repairs and renewals of docks and wharves,	1,433 37
Repairs and renewals of telegraph,	2,532 79
Stationery and printing,	428 72
Other expenses of maintaining way and structures,	12,778 37
TOTAL,	\$925,636 50

Maintenance of equipment:		
Superintendence,	\$27,108 19	
Repairs and renewals of locomotives,	615,237 09	
Repairs and renewals of passenger cars,	82,784 17	
Repairs and renewals of freight cars,	239,143 82	
Repairs and renewals of work cars,	12,244 94	
Repairs and renewals of shop machinery and tools,	34,489 77	
Stationery and printing,	1,573 05	
TOTAL,	\$1,012,581 03	
Conducting transportation:		
Superintendence,	\$99,638 14	
Engine and roundhouse men,	537,314 63	
Fuel for locomotives,	854,195 50	
Water supply for locomotives,	34,262 16	
Oil, tallow and waste for locomotives,	18,993 57	
Other supplies for locomotives,	13,363 53	
Train service,	396,756 99	
Train supplies and expenses,	48,950 91	
Switchmen, flagmen and watchmen,	233,811 15	
Telegraph expenses,	62,002 13	
Station service,	405,458 02	
Station supplies,	34,683 57	
Car mileage — balance,	244,268 29	
Loss and damage,	38,827 64	
Injuries to persons,	94,342 79	
Clearing wrecks,	8,475 67	
Advertising,	14,555 16	
Outside agencies,	19,305 98	
Expense fast freight lines and traffic associations,	40,766 67	
Stock yards, wharves and elevators,	2,356 11	
Rentals for tracks, yards and terminals,	83,421 96	
Rentals of buildings and other property,	7,977 50	
Stationery and printing,	27,433 43	
Other expenses of conducting transportation,	2,318 01	
TOTAL,	\$3,323,479 51	
Recapitulation:		
General expenses,	\$106,170 32	
Maintenance of way and structures,	925,636 50	
Maintenance of equipment,	1,012,581 03	
Conducting transportation,	3,323,479 51	
TOTAL OPERATING EXPENSES,	\$5,367,867 36	
Percentage of operating expenses to gross earnings,	66.50	
GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.	DR.	
Cost of road,	\$39,364,944 01	
Cost of equipment,	4,129,786 00	
Other permanent property: Vermont & Massachusetts Rail- road improvements,	1,885,433 24	
TOTAL PERMANENT INVESTMENTS,	\$45,380,163 25	

Cash,	\$678,597 80	
Bills receivable,	401,000 00	
Due from agents,	392,843 21	
Traffic balances due from other companies,	458,523 68	
Due from solvent companies and individuals,	4,990 53	
TOTAL CASH AND CURRENT ASSETS,		\$1,935,955 22
Materials and supplies,	\$942,736 74	
Other assets and property:		
Fitchburg Railroad preferred stock, T. & B. issue,	\$301,769 82	
Fitchburg Railroad preferred stock,	17,661 25	
Fitchburg Railroad common stock,	305,907 62	
	<u>625,338 69</u>	
TOTAL MISCELLANEOUS ASSETS,		1,568,075 43
TOTAL,		\$48,884,193 90
LIABILITIES. Cr.		
Capital stock, common,	\$7,000,000 00	
Capital stock, preferred,	17,360,000 00	
TOTAL CAPITAL STOCK,		\$24,360,000 00
Funded debt,		21,164,000 00
Bonds matured, not paid,		18,000 00
Current liabilities:		
Audited vouchers and accounts,	\$553,930 45	
Salaries and wages,	94,018 48	
Traffic balances due to other companies,	336,880 20	
Dividends not called for,	343,887 00	
Matured interest coupons unpaid,	10,540 00	
Miscellaneous current liabilities: due other companies and individuals,	86,010 28	
TOTAL CURRENT LIABILITIES,		1,425,266 41
Accrued liabilities:		
Interest accrued and not yet due,	\$285,444 97	
Taxes accrued and not yet due,	206,406 48	
Rentals accrued and not yet due,	62,945 00	
TOTAL ACCRUED LIABILITIES,		554,796 45
Sinking and other special funds:		
Renewal funds,	\$273,840 15	
Accident and insurance fund,	50,000 00	
Improvement fund,	72,293 71	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		396,133 86
Profit and Loss balance (surplus),		965,997 18
TOTAL,		\$48,884,193 90

PROPERTY ACCOUNTS.
Additions to construction account:

Lands, land damages and fences, . . .	\$40,276 19
Other permanent improvements, . . .	20,074 07
Elimination of grade crossings, . . .	955 04

Other additions to construction account:

Hoosac Tunnel dock extension, . . .	169,476 88
Widening roadway to Cambridge, . . .	100,735 35

TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, . . .	\$331,517 53
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Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): Constitution wharf property sold,

675,000 00

NET REDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,

\$343,482 47

CAPITAL STOCK.

Capital stock authorized by law: \$100,000 per mile for double track; \$70,000 per mile for single track; \$3,000,000 for terminals at Boston.

Capital stock authorized by votes of company, common, \$7,000,000 00

Capital stock authorized by votes of company, preferred, 17,360,000 00

Total capital stock authorized by vote, . . . \$24,360,000 00

Capital stock issued and outstanding, common, . . .	\$7,000,000 00
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Capital stock issued and outstanding, preferred, . . .	17,360,000 00
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Total capital stock outstanding,	\$24,360,000 00
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Number of shares issued and out- standing, common,	70,000
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Number of shares issued and out- standing, preferred,	173,600
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Total number of shares outstanding, ———	243,600
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Number of stockholders, common,	70
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Number of stockholders, preferred,	5,886
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Total number of stockholders,	5,956
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Number of stockholders in Massa- chusetts, common,	41
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Number of stockholders in Massa- chusetts, preferred,	4,750
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Total stockholders in Massachusetts, ———	4,791
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Amount of stock held in Massachusetts, com- mon,	\$6,806,600 00
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Amount of stock held in Massachusetts, pre- ferred,	14,324,700 00
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Total stock held in Massachusetts,	\$21,131,300 00
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FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Fitchburg Railroad Co. plain bonds, .	5	Oct. 1, 1899,	\$2,000 00	\$13,200 00
Fitchburg Railroad Co. plain bonds, .	5	Oct. 1, 1900,	500,000 00	25,175 00
Fitchburg Railroad Co. plain bonds, .	5	Oct. 1, 1901,	500,000 00	25,075 00
Fitchburg Railroad Co. plain bonds, .	5	April 1, 1902,	500,000 00	25,000 00
Fitchburg Railroad Co. plain bonds, .	5	April 1, 1903,	500,000 00	24,725 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1904,	500,000 00	19,860 00
Fitchburg Railroad Co. plain bonds, .	4	June 1, 1905,	500,000 00	20,280 00
Fitchburg Railroad Co. plain bonds, .	4	Feb. 1, 1937,	5,000,000 00	200,000 00
Fitchburg Railroad Co. plain bonds, .	4	April 1, 1907,	1,500,000 00	60,000 00
Fitchburg Railroad Co. plain bonds, .	5	May 1, 1908,	2,000,000 00	100,575 00
Fitchburg Railroad Co. plain bonds, .	5	June 1, 1900,	15,000 00	25,250 00
Fitchburg Railroad Co. plain bonds, .	4	June 1, 1920,	500,000 00	20,020 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1903,	54,000 00	2,120 00
Fitchburg Railroad Co. plain bonds, .	5	Sept. 1, 1903,	378,000 00	18,900 00
Fitchburg Railroad Co. plain bonds, .	5	Nov. 1, 1903,	1,000,000 00	49,450 00
Fitchburg Railroad Co. plain bonds, .	5	Dec. 1, 1903,	500,000 00	27,000 00
Fitchburg Railroad Co. plain bonds, .	4½	May 1, 1914,	500,000 00	22,500 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1915,	1,359,000 00	54,340 00
Fitchburg Railroad Co. plain bonds, .	4	July 1, 1916,	500,000 00	20,000 00
Fitchburg Railroad Co. plain bonds, .	4	March 1, 1927,	2,750,000 00	107,500 00
Fitchburg Railroad Co. plain bonds, .	4	Jan. 1, 1928,	1,450,000 00	57,840 00
Fitchburg Railroad Co. plain bonds, .	5	March 1, 1899,	1,000 00	250 00
Troy & Boston R.R. first mortgage, .	7	July 1, 1924,	573,000 00	40,506 66
Brookline & Pepperell R.R. bonds, .	5	Dec. 1, 1911,	100,000 00	4,900 00
TOTALS,			\$21,182,000 00	\$964,466 66

SINKING AND OTHER SPECIAL FUNDS.

<i>Injury Fund.</i>	
Amount of injury fund June 30, 1899,	\$50,000 00
TOTAL INJURY FUND JUNE 30, 1900,	\$50,000 00
<i>Improvement Fund.</i>	
Amount of improvement fund June 30, 1899,	\$72,293 71
TOTAL IMPROVEMENT FUND JUNE 30, 1900,	\$72,293 71

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	7,357,599
Number of passengers carried one mile,	123,242,531
Number of passengers carried one mile per mile of road operated,	269,218
Average length of journey per passenger,	16.750 miles.
Average amount received from each passenger,	30.240 cents.
Average amount received per passenger per mile carried,	1.810 "
Passenger earnings (gross) per mile of road operated,	\$5,716 13
Passenger earnings (gross) per passenger-train mile run,	98.440 cents.
Freight traffic:	
Number of tons of freight hauled earning revenue,	5,545,243
Number of tons of freight hauled one mile,	647,275,302
Number of tons of freight hauled one mile per mile of road operated,	1,413,944

Freight traffic — Concluded.

Average length of haul per ton,	116.730 miles.
Average amount received for each ton of freight,	93.110 cents.
Average amount received per ton per mile hauled, . . . . .	.800 "
Freight earnings (gross) per mile of road operated,	\$11,887 85.000
Freight earnings (gross) per freight-train mile run,	1 97.770
Operating expenses:	
Operating expenses per mile of road operated,	11,725 87.000
Operating expenses per revenue-train mile run,	1 01.110
Train mileage:	
Miles run by passenger trains,	2,556,619
Miles run by freight trains,	2,752,203
Total mileage of trains earning revenue,	5,308,822
Miles run by switching trains,	739,706
Miles run by construction and other trains,	223,046
Total train mileage,	6,271,574
Fares and freights:	
Average rate of fare per mile on single local tickets,	1.840 cents.
Average rate of fare per mile on commutation tickets,	1.250 "
Average rate of fare per mile on mileage tickets,	2.000 "
Average rate of fare per mile on season tickets,	0.640 "
Average rate of fare per mile on joint tickets,	2.030 "
Average rate of freight per ton mile on local way-bill,	2.380 "
Average rate of freight per ton mile on joint way-bill,	0.660 "
Passengers to and from Boston:	
Number of passengers (including season-ticket) to Boston,	2,090,995
Number of passengers (including season-ticket) from Boston,	2,159,992
Season-ticket passengers to and from Boston,	238,600
Employees:	
Average number of persons employed,	4,754

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massa- chusetts.
		Miles.	Miles.
Length of main line,		249.250	104.810
Length of branch line,		144.690	84.900
TOTAL LENGTH OF LINE OWNED,		393.940	189.710
Length of second track,		109.220	101.280
Length of third track,		3.680	3.680
Length of fourth track,		2.020	2.020
Length of side track, etc.,		265.530	174.610
TOTAL LENGTH OF TRACK OWNED,		774.390	471.300
RAILROAD OPERATED.			
Length of main line,		305.250	160.810
Length of branch line,		152.530	87.700
TOTAL LENGTH OF LINE OPERATED,		457.780	248.510
Length of second track,		165.220	157.280
Length of third track,		3.680	3.680
Length of fourth track,		2.020	2.020
Length of side track, etc.,		308.160	216.210
TOTAL LENGTH OF TRACK OPERATED,		936.860	627.700

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.		Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.						Lbs.	Lbs.
Passenger,	. . . . .	76	4	80	80	254,400	172,467
Freight,	. . . . .	109	-	109	109	273,100	209,670
Switching, etc.,	. . . . .	32	-	32	32	198,000	149,378
TOTAL,	. . . . .	217	4	221	221	-	-

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.*	
CARS — PASSENGER SERVICE.					
Passenger cars,	160	160	159	-	-
Combination cars,	37	37	37	-	-
Baggage, express and mail cars, .	64	64	64	-	-
TOTAL,	261	261	260	-	-
CARS — FREIGHT SERVICE.					
Box cars,	3,330	2,986	3,330	-	-
Flat cars,	684	491	684	-	-
Stock cars,	66	66	66	-	-
Coal cars,	989	709	989	-	-
Tank cars,	4	4	4	-	-
Refrigerator cars,	89	89	89	-	-
TOTAL,	5,162	4,345	5,162	-	-
CARS — COMPANY'S SERVICE.					
Officers' and pay cars,	2	2	2	-	-
Gravel cars,	109	-	-	-	-
Derrick cars,	9	7	7	-	-
Caboose cars,	95	7	95	-	-
Other cars in company's service, .	67	45	47	-	-
TOTAL,	282	61	151	-	-

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 255
 Number of 12-wheel cars in passenger service with brakes for *all* wheels, 6

* See table of Automatic Couplers on page 95.

AUTOMATIC COUPLERS.

	Miller.	Gould.	Standard.	Trojan.	Janney.	Total.
CARS—PASSENGER SERVICE.						
Passenger cars,	4	151	4	-	-	159
Combination cars,	1	36	-	-	-	37
Baggage, mail and express cars,	-	52	-	12	-	64
TOTAL,	5	239	4	12	-	260
CARS—FREIGHT SERVICE.						
Box cars,	-	2,777	1	552	-	3,330
Flat cars,	-	389	-	295	-	684
Stock cars,	-	64	-	2	-	66
Coal cars,	-	662	2	324	1	989
Tank cars,	-	4	-	-	-	4
Refrigerator cars,	-	76	1	11	1	89
TOTAL,	-	3,972	4	1,184	2	5,162
CARS—COMPANY'S SERVICE.						
Officers' and pay cars,	-	2	-	-	-	2
Gravel cars,	-	-	-	-	-	-
Derrick cars,	-	7	-	-	-	7
Caboose cars,	-	80	-	2	13	95
Other cars,	2	34	2	8	1	47
TOTAL,	2	123	2	10	14	151

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	223
Number of highway grade crossings protected by gates,	68
Number of highway grade crossings protected by flagmen,	40
Number of highway grade crossings protected by electric signals only,	8
Number of highway grade crossings unprotected,	107
Number of highway grade crossings finally abolished during the year,	1
Number of highway grade crossings now in process of abolition,	3
Number of highway grade crossings for abolition of which petition is pending,	2
Number of highway bridges 18 feet (or more) above track,	36
Number of highway bridges less than 18 feet above track,	24
Height of lowest highway bridge above track,	14 ft. 7½ in.

RAILROAD CROSSINGS IN MASSACHUSETTS — Concluded.

<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade (8 in number), viz. :	
Boston & Maine Railroad, Boston. Boston & Albany Railroad (Grand Junction), Somerville. New York, New Haven & Hartford Railroad (Framingham & Lowell), Concord. New York, New Haven & Hartford Railroad, Fitchburg. Boston & Maine Railroad (Worcester & Nashua), Ayer. Boston & Maine Railroad (Worcester & Nashua), Worcester. Boston & Albany Railroad (Ware River), Winchendon. Boston & Albany Railroad (Ware River), Baldwinville.	
Number of above crossings at which interlocking signals are established,	6

NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks	By Whom Built.
10, Concord Jct.,	Wooden trestle, .	Deck plate girder,	61.6 ft., 2 tracks,	Boston Bridge Works.
15, Ayer, . .	Deck plate girder,	Deck plate girder,	65.5 ft., 1 track, .	Boston Bridge Works.
44, Otter River, .	Deck plate girder,	Deck plate girder,	44 ft., 2 tracks, .	Edgemoor Bridge Works.
17A, Ayer, . .	Trestle approach,	Trestle rebuilt, .	112 ft., 1 track, .	Fitchburg R.R.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
36, Westminster, . .	Deck plate girder, . .	Additional stiffeners and new bracing.
37, Westminster, . .	Deck plate girder, . .	New bracing.
96, Williamstown, . .	Deck plate girder, . .	Additional stiffeners and flange rivets.
100, Williamstown, . .	Deck plate girder, . .	Additional stiffeners and flange rivets.
37A, Turner's Falls, .	Howe truss,	General repairs.

Total length of pile and trestle bridging (in feet), 4,132

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	81	-	4	-	85	-	86
Employees, .	1	31	11	75	12	106	14	114
Other persons,	-	-	24	33	24	33	29	40
TOTALS. .	1	112	35	112	36	224	43	240

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 1, 1899. — West Cambridge: Dominico Verelli, jaw and collar bone broken and general bruises. Jumped from a moving passenger train, between stations.

July 1. — Boston: W. H. Clary, freight brakeman, hip and arm injured. While climbing down from top of freight car, hand-grab pulled out and he fell on to ground.

July 4. — Williamstown: J. Bailey, coal shoveller, holding stake on engine No. 271 while engine No. 256 was pushing No. 271 onto turn-table; stake broke and struck Bailey in the stomach; bruises, apparently not serious.

July 5. — Baldwinville: T. J. O'Horo, freight brakeman, riding on flat car loaded with lumber, right hand and leg bruised by being caught between end of lumber and brake wheel; the lumber slid when car struck train.

July 7. — South Acton: Martin Baker, section man, leg badly squeezed. While sitting on end of passenger coach on siding, eating his dinner, with legs hanging down over end of car, train backed in for milk car, which stood a few feet away, and milk car moved back, squeezing his leg.

July 8. — Hudson: Patrick Gateley, cut and bruised and shaken up. Gateley was driving over crossing in an enclosed baker's wagon, and he says when about two and half rods from crossing his horse became unmanageable and rushed onto crossing, and team was struck by train No. 16. No crossing tender maintained at this point; electric gong said to have been working all right. Horse killed and wagon destroyed.

July 9. — Baldwinville: Charles Ross, engineer, badly sprained foot; W. W. Newman, fireman, sprained hip; H. F. Gibbs, fireman, cuts on face; E. G. Mallory, brakeman, sprained ankle; Elsie Frolund, passenger, nervous shock. Express passenger train No. 3 struck engine No. 275 of freight express No. 278 as the latter was backing from west-bound main onto siding.

July 11. — Concord: Andrew McManus, nineteen years old, trying to board a moving passenger train at Lake Walden, fell off and wheels ran over his foot, crushing it badly.

July 12. — West Acton: young man, giving his name as Timothy McCarty, found lying on track with one leg cut off and the other crushed; he was unable to make any statement; no information obtained.

July 12. — Williamstown: P. A. Lanahan, freight conductor, right leg scalded from knee to ankle by water and steam, by the overflow from injector as he was walking by engine No. 271.

July 12. — South Ashburnham: F. A. Compton, freight brakeman, while uncoupling freight cars had left arm crushed between dead-woods; no bones broken.

July 13. — South Acton: L. C. Hall, fireman, freight express No. 6, jumped off engine, fell and fractured wrist. Freight express No. 135 was taking water at South Acton; freight express No. 6 ran onto rear of freight express No. 135.

July 15. — West Cambridge: James Miller, freight brakeman, while riding on side of freight car was struck by switch, receiving cut on forehead and bruise on arm.

July 18. — North Leominster: Ati Jokelo and August Matson, walking on track, were struck by train No. 20 and instantly killed. A sharp curve at this place, and a freight was passing on the west-bound track.

July 19. — Orange: A. Michelman was driving over highway crossing; team was struck by freight train. No crossing tender maintained at this crossing. Michelman's left leg and right ankle bruised; wagon broken and horse slightly injured.

July 20. — Gardner: Alvara Foster and William Casey, driving over highway crossing in milk wagon; team was struck by train No. 22; both men received slight cuts about face and shaking up; wagon broken and horse slightly injured. Crossing unprotected.

July 24. — South Acton: W. J. Angell, freight brakeman, transferring freight, fell from car door onto ground, receiving bad cut over right eye.

July 24. — Boston: John Murphy, laborer, with a load of boards on his shoulder, walking between two freight cars; the engine backed against car for coupling, the car was pushed back, catching his thumb between the boards and edge of car, cutting off end of thumb on left hand.

July 24. — Fitchburg: E. M. Smith, freight brakeman, riding on side ladder of freight car, was struck by switch frame, bruising right leg.

July 26. — Greenfield: W. H. Stiles, freight brakeman, standing on platform of saloon car; air brake hose burst, setting the brakes on this freight train; Mr. Stiles thrown onto floor, bruising his body quite badly.

August 1. — Watertown: Albert McAuley, driving over highway crossing in a covered grocery wagon; engine of train No. 154 struck the wagon, throwing Mr. McAuley out: McAuley considerably bruised and shaken up; wagon broken up. Crossing unprotected.

August 1. — Boston: G. A. Amsler, freight conductor, while coupling freight cars had his body squeezed between end of cars, injuring hips and stomach; the draw-bars slid by each other.

August 2. — Williamstown: George DuFraine, freight brakeman, had right side injured by being thrown against side of coal car on which he was riding; the train parted, and the rear part ran into forward part.

August 7. — Bemis: O. Fregeau, freight brakeman, was on a coal trestle, evidently trying to move an empty coal car with a bar; to couple on to this the engine backed up two coal cars and struck the car, knocking Fregeau down, and car wheel ran over his body; died in a few moments.

August 10. — South Acton: Ira J. Manley, while driving over highway crossing was struck by train No. 70; hip sprained and general bruises; wagon smashed. Crossing tender had gates down for train No. 13, and raised gates, forgetting train No. 70.

August 11. — Lincoln: R. R. Akers, fireman, riding in cab of his engine, had his arm out of the window, and it was broken at elbow by being struck by passing freight car.

August 11. — Williamstown: C. D. Willard, freight brakeman, fell off moving freight saloon car, bruising head and leg.

August 11. — Williamstown: C. I. Willor, freight brakeman, fell off moving freight saloon car, cutting his head and leg.

August 12. — Boston: P. McManus, freight brakeman, riding on step of engine, was struck by switch; he fell to ground, injuring hip.

August 15. — Waltham: F. W. Poynter, freight brakeman, while running to flag ahead of engine caught his foot in signal wire and fell to ground, badly bruising his knee.

August 16. — Union Square: W. A. Sykes, freight brakeman, riding in saloon car, was thrown against the stove by sudden application of air brake, injuring side and wrist.

August 17. — Boston: A. P. Gardner, stevedore, walking across tracks in freight yard, was struck by freight car, knocking him down and injuring back and shoulder.

August 20. — East Deerfield: B. J. Morris, freight brakeman, while coupling freight cars had his arm pinched between dead-woods, causing bad flesh wound.

August 20. — West Acton: P. J. Foley, with two ladies, was riding over highway crossing; light engine struck the carriage, throwing them out; they received general bruises and a shaking up. No gateman at that hour.

August 23. — Brooks: S. Hayes, fireman, was injured in back by left-hand side rod breaking on engine No. 49.

August 26. — Union Square: Daniel Barrett was attempting to climb over the draw-bars between two cars of a freight train; the train started back, and his left knee was crushed between the dead-woods.

August 26. — Boston: F. F. Martin, passenger, fell out of baggage car of train No. 52, about two minutes after arrival of train, onto depot walk, injuring knee and cutting lip; training standing still.

August 26. — Boston: C. F. Raymond claims injury to back, Florence Hamilton shaken up some, Ellen Ryan shaken up some (all passengers). The rear truck of the combination car (first car back of engine) derailed, and the forward truck of coach (the car next the combination) derailed; caused by the tower man in tower B throwing the switch under this coach in passenger train No. 55.

August 30. — Winchendon: Charles Allison, walking on track, was struck by train No. 5; head badly cut.

August 30. — Worcester: Fred Wheeler, milkman, was driving over Garden Street crossing in a milk wagon; wagon struck by freight car that the engine was pushing over crossing. No crossing tender on duty at that hour. Mr. Wheeler bruised and shaken up; wagon smashed.

September 3. — North Leominster: Alexander Gallagher, trespasser, tried to board a moving freight train, fell to ground and car wheels ran over his left arm; sent to Burbank Hospital, and arm was amputated.

September 3. — North Leominster: the dead and badly injured body of Joseph Rovisse was found between main tracks by Freight Brakeman Gore at 4 A.M.; no witness to accident, and no further information.

September 3. — Blackinton: the dead body of James Keaton was found lying on track by Conductor Shepard at 5.20 A.M.; evidently run over by train; no further information.

September 4. — Union Square: F. B. Hennessey, freight brakeman, riding on top of freight car, was struck by bridge guard, received cut on head.

September 5. — Waltham: Mrs. Peterson was walking on the track and was struck by the engine of milk train; she was thrown down, injuring her left side and arm.

September 6. — South Ashburnham: C. P. Moore, engineer, had leg badly bruised and was some scalded by steam; engine No. 116 ran off track and tipped over, and Engineer Moore was pinned under the engine.

September 8. — Shelburne Falls: J. R. Chapman, freight brakeman, sprained his ankle in getting off moving engine.

September 9. — Fitchburg: Frank Spring, freight brakeman, while coupling freight cars had left hand caught between draw-bars, breaking two fingers.

September 11. — Winchendon: A. Mooney, freight brakeman, while coupling freight cars onto engine had left hand badly crushed between draw-bars.

September 12. — North Leominster: F. A. Compton, riding a coal car on tannery track, failed to hold car, and it struck car loaded with bark; the bark fell on his arm and bruised it.

September 15. — North Adams: James Shay, walking on track on curve, was struck by engine No. 330; he received general bruises and shaking up.

September 16. — Worcester: John Conlon, walking on track, was struck by train No. 20 and instantly killed.

September 16. — South Ashburnham: J. Kill, freight brakeman, riding on top of freight car, was struck by bridge guard, knocking him down and cutting his face.

September 18. — Greenfield: C. H. Diggins, brakeman, while coupling cars had forefinger on right hand crushed between draw-bars.

September 21. — Boston: Patrick Carroll, freight brakeman, struck in back by a freight car that was being switched; knocked down and back injured.

September 22. — Pepperell: A. E. Plummer, freight brakeman, while coupling freight cars had finger cut off between draw-bars.

September 23. — East Deerfield: William Green, freight brakeman, while climbing down side ladder of freight car standing on bridge lost his hold and fell through bridge to ground; head badly injured.

September 29. — Gardner: H. L. Thompson, freight brakeman, while coupling freight cars had collar bone broken by being struck by freight car.

October 1. — Roberts: Peter Kensaley, trespasser, tried to catch onto a moving freight train; he fell and wheels ran over his head; killed instantly.

October 17. — South Acton: L. P. Allen, conductor, was descending from top of freight car; the lag screws on second ladder rung from top pulled out, letting him fall to track; back badly injured.

October 21. — Fitchburg: B. G. Gerry, freight conductor, was staking freight car with stake; stake broke and struck Gerry in leg, inflicting a severe bruise.

October 25. — Baldwinville: freight express No. 5 ran into the rear of express No. 103. N. Gillum, engineer of express No. 5, shaken up, and bruises on head; J. H. Leeson, conductor of express No. 103, scalp wounds and bruises on legs; Wm. Loudon, brakeman of express No. 103, scalp wounds and thigh injured.

October 27. — West Deerfield: E. E. Reynolds, engineer, eye cut open by striking a mail catcher while riding past on his engine.

October 31. — Waltham: dead body of unknown man found on tracks; cause of death unknown.

November 1. — Shelburne Falls: F. L. McCloud, brakeman, while riding a car was thrown to the ground, injuring one leg and foot, because of the car being struck by engine and one car.

November 5. — East Deerfield: R. H. Stetson, fireman, had nose cut open by being struck by a switch target while boarding his engine.

November 7. — Shirley: Arthur Peckard, baggage master at Shirley, struck by train No. 257 as he was crossing the track, and killed.

November 7. — East Fitchburg: F. W. Pierce, fireman, sprained his left leg by slipping or stepping off the side of the tank while taking coal; engine was not in motion.

November 9. — Belmont: Joseph Heckey, while running over the crossing was struck and killed by express train No. 8; gates were down and engine bell was ringing, and Mr. Heckey was warned by gateman not to cross.

November 11. — Cambridge: body of Simon Connor was found between tracks; cause of death unknown.

November 18. — Hoosac Tunnel: W. F. Bacon, fireman, had his head cut and right arm injured by falling off his engine; he was lighting^d headlight on tender, and when cars struck bunter he was knocked off.

November 18. — Hudson: Mr. George Taylor was hurt about the head and arm and his buggy broken by being struck by branch train No. 24 while driving over O'Neil's crossing.

November 20. — Orange: Joseph Brunell, in stepping out of the way of train No. 229, stepped in front of train express No. 201, backing east on the house track, and was struck and killed; Brunell was a section man.

November 21. — Boston: W. E. Morgan, fireman, was injured by falling from the running-board of his engine when passing over the Boston & Maine crossing opposite tower B; the engine was light, and he was wiping it at the time.

November 23. — Worcester: Yard Brakeman Conway sprained his shoulder by falling from a car, which he was riding, to the roof of another car; caused by the brake-head of the car he was riding coming off.

November 24. — Otter River: dead body of James Brown was found on our track about fifty feet east of the station.

November 25. — South Ashburnham: W. A. Sherman, head brakeman of freight express No. 500, west-bound, was struck and instantly killed by train No. 6, east-bound.

November 28. — Winchendon: while standing on the steps of a Wagner car, Brakeman W. D. Bancroft was knocked off by a switch target and sustained a cut over one eye and on the cheek, and bruise on his forehead; he was examining a supposed defective brake.

November 30. — Boston: A. McPhee, car cleaner, injured about head and shoulders; while cleaning a car, a draft was backed onto the car he was working on, and he was knocked to the ground.

December 2. — Union Square: Chas. Haynes, brakeman, injured about the body. Train No. 250 was pulling onto scale track, Boynton's yard; there were two cars on Tufts track; Haynes was climbing ladder, when he was caught between his car and cars on Tufts track.

December 2. — Worcester: C. W. Campbell, conductor, while staking cars in the yard was caught between two of them, and received injuries from which he died.

December 4. — Fitchburg: Mr. B. J. Farley, in an attempt to board train No. 20 after it had started, missed his hold and fell against a switch light, breaking the light and cutting his chin quite badly.

December 5. — East Fitchburg: C. Brenner, brakeman, while staking cars was injured in the abdomen by the breaking of the stake.

December 5. — East Fitchburg: E. Record, yard brakeman, while riding on side of a car and giving a motion was struck by switch; back and hip injured, but not seriously.

December 7. — East Deerfield: Train No. 20, while passing through the yard, collided with engine No. 256, which was standing on the main line; Engineer G. Winchester and Fireman French of train No. 20 were quite badly shaken up and bruised.

December 14. — Beaver Brook: W. H. McDonald, cut over eye. When train No. 89 left Beaver Brook, this passenger went to the rear end and jumped off.

December 14. — Boston: H. L. Mead, brakeman, head cut and arm and leg injured; jerked off car on which he was riding, by sudden stopping of the train.

December 19. — East Fitchburg: O. Thebeault, while attempting to get between two cars (running along the track) caught his right foot in a switch and injured it quite severely; Thebeault was yard conductor.

December 21. — West Portal: L. J. Wyatt, brakeman, cut over left eye, face and shoulder bruised. In boarding his train while in motion he was struck by the tunnel door post and knocked off train to ground.

December 28. — East Deerfield: M. O'Donnel, brakeman, forehead slightly cut and right hand bruised; he was standing on caboose step, preparatory to getting off to set switch, when he fell off.

December 28. — Waltham: Patrick Larkin, brakeman, left arm badly bruised while coupling cars; arm caught between the irons on the ends of the cars.

December 29. — Fitchburg: B. F. Gates, fireman, slipped off the tender box to the ground, and bruised arm, shoulder and hip.

January 1, 1900. — Bridge Yard, Somerville: Patrick De Courcey, section man, fatally injured. He was sweeping snow from a switch, when switch engine No. 646, in pulling out from north side, struck him.

January 1. — East Deerfield: J. Gilmarten, brakeman, head injured; he slipped and fell to the ground as he was stepping across from one car to another.

January 4. — Boston: David Harlton of Salem, back and head hurt; was struck by passenger train No. 70 as he was crossing the tracks near draw-bridge.

January 5. — Boston: J. J. Maloney, brakeman, hip injured; fell to the ground as he was jumping from one car on to another; cars were not moving; snow on tops of cars.

January 8. — Williamstown: J. Montgomery, conductor, foot sprained while coupling engine to caboose.

January 10. — Fitchburg: F. N. Gourdeau, brakeman, received severe injury to head, from which he died within a few minutes. Engine No. 506 backed on to caboose track at east track; it coupled onto caboose and moved ahead a short distance, when Gourdeau was found lying between rails between two cars, which were about twenty feet apart; it is not known why he was inside the rails.

January 11. — Greenfield: Mrs. Sylodin Lehman, instantly killed. Switch engine No. 113 was on the lead track in front of the station flying a car into the yard: Mrs. Lehman was walking back and forth on the station platform, and when the engine came along she ran over both main tracks, jumped in front of the engine and sat down; said to have been insane.

January 15. — Bleachery: Mr. John Crafts, back injured; tried to cross track in front of engine of train No. 104, and was struck by cross beam and thrown outside of track.

January 15. — Fitchburg: Samuel McColley, brakeman, climbing side ladder, struck against another car standing on another track and was knocked off his car; shoulder and hip slightly injured.

January 15. — Williamstown: Harry Marshall, brakeman, right hand pinched while coupling cars.

January 18. — Hoosac Tunnel: Henry Ashley, brakeman, right knee injured; he was climbing the end of freight car; ladder was icy, and he slipped and fell to the ground.

January 25. — Orange: A. H. Burney, conductor, knee injured. Train was a double header; head engine uncoupled, set the air brakes, and threw Burney out of the chair on which he was sitting to the floor.

January 26. — Royalston: Dominic Bourdegnon, section man, not on duty, killed. It is thought he attempted to cross west-bound track to board east-bound freight, which was passing, when west-bound passenger train coming around the curve struck him; no one saw the affair.

January 26. — Orange: G. Catrumbone, killed. He was walking west between tracks, and evidently tried to cross in front of approaching passenger train, when he was struck by it.

January 27. — West Fitchburg: David White, killed. Attempting to board west-bound freight train No. 229, was struck by bridge, and fell under train.

January 27. — Fitchburg: E. M. Halbert, conductor, sprained left ankle. In getting off a flat car, lumber laden, his foot caught in the stirrup, causing him to land on a tie in such a way as to turn ankle of left foot.

January 31. — Concord Junction: Train express No. 224 (freight), while switching, backed in on freight house track against car from which M. G. Hayes was unloading freight into his team; team was tipped over, and F. L. Garland, who was on seat of wagon, was thrown out; back wrenched and foot sprained.

February 3. — Athol: B. R. Palmer, conductor, broken leg and bruised body. Palmer and two brakemen were hand-pushing a freight car over a switch; when partially pushed over, it was cornered by a string of cars being pushed by an engine; men were knocked down, and Palmer was injured by falling under the wheels of the cornering car.

February 6. — Charlemont: J. F. Maroney, brakeman, crushed hip, from which he died. While the engine was taking water Maroney leaned against the draw-bar of a freight car, and it is thought fell asleep; engine backed down to couple to the train, and crushed him.

February 7. — Boston: Patrick Sullivan, car cleaner, injured slightly. Draft of train No. 50, passenger, backed into the cars standing on track No. 5, storage yard, with such force as to knock Sullivan through the end window of a passenger car.

February 8. — Baldwinville: C. Clarke, fireman, thumb injured. Was hooking up fire; air brakes were applied; there was "kicker" in air, and apron, between engine and tender, flew up and caught his thumb between it and poker.

February 10. — Union Square: James Loon, struck by east-bound passenger train at the Somerville Avenue crossing, receiving injuries from which he died. Gates were down for east-bound freight to pass; Loon ran around gates and around east-bound freight train, and in front of east-bound passenger train which came along at that time.

February 12. — Fitchburg: William Lambert, head bruised and general shaking up. Released brake of a coal car and rode down the grade; failed to apply brake, and car ran down grade over the cross-tie and into cars standing near.

February 12. — Waltham: A. C. Farwell, injury to knee. Tried to jump on passenger train between baggage and smoking cars before train had come to a stop at depot.

February 19. — Union Market: James Campbell, leg badly injured. Freight train No. 149, switching cars onto siding of Union Carpet Lining Company works, struck cars which were in there, causing them to strike Campbell, who was crossing siding on his way to rubber factory.

February 22. — Worcester: J. J. Flynn, brakeman, left hand bruised while making coupling between two cars.

February 25.—South Acton: F. L. DeLeskey, slightly bruised; thrown between cars when freight express No. 227 stopped.

February 25.—South Ashburnham: P. F. Goffin, slightly injured foot, as the result of jumping from the caboose of freight express No. 500, when he foresaw a rear-end collision with his train.

February 25.—Concord Junction: the dead body of Thomas King was found between the east and west bound tracks, about one mile east of Concord Junction; cause of death unknown.

February 26.—Somerville: Martin Abramson, while walking on the track, east of Dane Street, was struck by west-bound passenger train No. 69, and received injuries from which he died.

February 28.—Concord Junction. Passenger train No. 10, east bound, struck a carriage containing Samuel Kennedy and Mark Cronin at first crossing west of station. Crossing protected by gates, but they were not down, as the result of a misunderstanding. Mr. Kennedy was quite severely bruised, and Cronin suffered two or three scalp wounds and dislocation of right shoulder.

February 28.—Greenfield: H. Martine, brakeman, while uncoupling cars reached in with his right hand to raise knuckle of forward car, and getting hand behind chain, slack of train coming back, his fingers were badly crushed.

March 1.—Greenfield: J. C. Carson, brakeman, killed. Was getting on engine No. 257 attached to freight train No. 285 at west end of yard; he stepped over on east-bound main track, and was struck and instantly killed by light engine No. 227, which was backing.

March 1.—Gardner: George Kedgell, brakeman, killed. Was on head end of engine, which was pushing cars on west end of coal track; in pulling pin he slipped and fell in front of engine, which pushed him about thirty feet; lived about ten minutes after accident.

March 1.—Shirley: E. L. Titus, engineer, both legs hurt; C. E. Coombs, conductor, badly shaken up; Guy Wellman, brakeman, arm and head hurt. Result of a train wreck caused by a washout.

March 3.—Fitchburg: J. H. Provost, brakeman, left shoulder injured. Switcher was shoving cars in on No. 5 track at east yard; Provost was opening knuckle on one of cars, when it hit some cars on track and knocked him down.

March 5.—South Acton: John Tamulains, injuries to back and head. Was walking track, and ran across in front of engine of passenger train No. 44, and was struck by it at a bridge about one-fourth mile from South Acton.

March 10.—Hoosac Tunnel: Patrick Short, injury to chest. Was a track walker, and it is thought he was struck by freight express No. 508, east bound.

March 15.—Ayer: T. E. Randall, brakeman, while coupling cars had first joint of fore finger of right hand taken off.

March 16.—Millers Falls: J. H. Prosser, brakeman, bruised hip and head. By an application of the emergency brakes, Prosser, who was in caboose, was thrown against the sink.

March 19.—Westminster: A. M. Brundage, freight brakeman, in throwing a switch sprained his ankle.

March 21.—Williamstown: P. F. Goffin, brakeman, main artery in left wrist cut. He was in caboose, and when engine struck it he threw up his hand to save himself from falling, and ran his arm through window glass.

March 23.—Fitchburg: C. E. Williams, fireman, right hand scalded and

left arm slightly cut. While engine was standing on a side track the water glass broke and scalded his hand; his arm was cut by going through a window.

March 25. — Pepperell: A. C. Teed, brakeman, foot sprained. Fell into a culvert in getting off car to throw a switch.

March 27. — Waltham: W. A. Sykes, brakeman, sprained his ankle while getting off freight train by slipping on end of a tie.

March 28. — Hoosac Tunnel: Dennis Merly, trackman, seriously injured: engine No. 256, returning light, probably struck him.

March 28. — Williamstown: J. H. McEddy, brakeman, lip cut open. He cut off the caboose, which struck a team, causing him to be knocked down.

March 28. — Fitchburg: N. Beado, conductor, foot injured. While letting off brake, the dog slipped and he fell off car.

March 29. — Fitchburg: Emeline Melanson, broken collar bone and jaw, and bruised. Extra freight No. 127, backing from South Ashburnham, struck her as she was crossing the track west of River Street crossing.

March 31. — Waltham: George W. Brown, back injured. Was walking along side of track; stepped between stand-pipe and Watertown branch track, and was struck in back by cross-beam and steps.

April 5. — Waltham: Michael Healey, left foot badly crushed. After the switcher had pulled some cars out of track No. 7, this boy was seen to crawl out from under them; said to have been playing round them.

April 6. — Bridge Yard, Somerville: a man, supposed to be Jacob Dases, an Italian, was struck and killed by passenger train No. A 100, while walking the tracks.

April 14. — North Adams: Thomas Welch, badly bruised. Attempted to board passenger train No. 19 after it had started, and was struck by iron bridge over river.

April 15. — Royalston: William and Patrick Fitzgerald, killed. Struck by freight train No. 205, apparently while walking the track about one and three-fourth miles west of the station.

April 15. — Lincoln Square: Samuel Beverly, killed. Walking the track, and was struck near or on a sharp curve, by passenger train No. 634.

April 19. — Ayer: James Wilson, passenger brakeman, leg broken in two places below knee. Before train No. 22 stopped he jumped off, and in doing so fell, struck a man on platform and then fell between station platform and car.

April 21. — Athol: M. Riley, brakeman, back injured. Car he was riding struck a coal car, throwing him from the top of the car to the coal car.

April 22. — Clematis Brook: Timothy Cahill was found, between 4 and 5 o'clock A.M., lying dead between two main tracks just east of the station; probably struck by some train.

April 23. — Fitchburg: M. J. Duane, brakeman, right arm badly injured. Was making a hitch between a car with common draw-bars and one with a patent coupler, when his arm caught between dead-woods.

April 23. — Fitchburg: J. Beado, brakeman, forefinger of right hand broken and next finger badly bruised; was coupling cars.

April 27. — Littleton: G. E. Powers, brakeman, injured thumb. While coupling cars, thumb caught under draw-bar.

May 1. — Gardner: F. A. Jackson, conductor, injuries to back. About two miles east of Gardner, Jackson took hold of a brake-wheel while about to go down between cars; brake-wheel came off and he fell to ground.

May 4. — Orange: Rose Gleason, struck by freight express No. 247, on the first crossing east of the station, and received injuries from which she

died. She was riding a bicycle, and rode on the crossing in front of freight express No. 247 just as passenger No. 10, east bound, passed.

May 5. — Fitchburg: W. R. Conners, conductor, while climbing over the end of cars put his foot on the uncoupling lever of a car, it gave way and he fell, injuring his back.

May 7. — Fitchburg: George French, brakeman, thumb on left hand badly crushed while coupling cars.

May 9. — Gardner: F. R. Badger, brakeman, badly bruised. Mounted the side ladder of a freight car, and, not noticing there was not room enough to clear, he was rolled half way the length of a car between the car he was on and a car standing on a spur track.

May 9. — Ayer: H. R. Wheeler, fireman, head slightly cut. Was cleaning outside of cab, when his head struck corner of a car.

May 12. — Worcester: C. Cable, brakeman, scalp wound and shaken up. Was riding three cars down on No. 6 track, and did not notice he was so near the other cars standing on the track, with result that when cars struck he was thrown off, and struck on his head and shoulder.

May 13. — Gardner: John Connors, two ribs broken and injuries to his head. Attempted to pass in front of freight express No. 256 at crossing, and was struck by the engine. Gateman away, and gates not down.

June 5. — Waltham: George Fernald, fatally injured. He was riding a bicycle; gates at Moody Street crossing were down for freight No. 254 and passenger draft No. 132; Mr. Fernald rode his bicycle under south gate onto the crossing in front of draft No. 132, which was backing over the crossing, and was run over by it.

June 5. — Waltham: J. E. Clifford, brakeman, right leg and knee bruised. His leg and knee struck against side of a car which he was boarding, because of the absence of a step.

June 22. — Fitchburg: Dalbert Longe, killed. He had ridden on a light engine from engine house to east yard, on his way to obtain employment as coal shoveller at the coal pocket. He had gotten off the engine and was walking about, when he was struck by the engine of passenger train No. 521, west bound.

June 29. — Worcester: A. S. Plummer, engineer of excursion train, left leg broken; Jas. R. Stone, fireman of excursion train, killed. Second division of No. 618, an excursion train, ran into a locomotive standing on the main track; beside the above, seventy-seven passengers received general bruises and were shaken up.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edmund D. Codman, *President*, Boston, Mass. Daniel A. Gleason, *Treasurer*, Boston, Mass. Paul Crocker, *Clerk of Corporation*, Boston, Mass. Geo. A. Torrey, *General Counsel*, Boston, Mass. Joseph W. Richards, *General Auditor*, Boston, Mass. Amos S. Crane, *General Traffic Manager*, Boston, Mass. Charles M. Burt, *General Passenger Agent*, Boston, Mass. Thomas A. Dugan, *Assistant General Freight Agent*, Boston, Mass. Frank O. Melcher, *Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edmund D. Codman, Boston, Mass. Robert Codman, Boston, Mass. Rodney Wallace, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass. Joseph R. Leeson, Boston, Mass. Charles T. Plunkett, Adams, Mass. James Renfrew, Adams, Mass. W. Seward Webb, New York, N. Y. Francis Smith, Rockland, Me. Wm. H. Hollister, New York, N. Y. Charles Lowell, Boston, Mass. Joseph B. Russell, Belmont, Mass. Brigham N. Bullock, Fitchburg, Mass. William E. Rice, Worcester, Mass. Moses Williams, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDMUND D. CODMAN,
RODNEY WALLACE,
CHARLES T. CROCKER,
JOSEPH B. RUSSELL,
MOSES WILLIAMS,
B. N. BULLOCK,
CHARLES LOWELL,

Directors.

DAN. A. GLEASON,

Treasurer.

F. O. MELCHER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 17, 1900. Then personally appeared the above-named Edmund D. Codman, D. A. Gleason and F. O. Melcher, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K A. CARR,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 22, 1900. Then personally appeared the above-named Rodney Wallace, Charles T. Crocker, Joseph B. Russell, Moses Williams, B. N. Bullock and Charles Lowell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. E. WARE,

Justice of the Peace.

RETURN

OF THE

GRAFTON & UPTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$61,947 08
Operating expenses,	47,804 01
NET EARNINGS FROM OPERATION,	\$14,643 07
Miscellaneous income, less expense of collecting: interest on deposits,	57 69
GROSS INCOME ABOVE OPERATING EXPENSES,	\$14,700 76
Charges upon income accrued during the year:	
Interest on funded debt, \$10,900 00	
Taxes, 520 92	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,420 92
Surplus for the year ending June 30, 1900,	\$3,279 84
Amount of surplus June 30, 1899,	10,435 58
TOTAL SURPLUS JUNE 30, 1900,	\$13,715 42

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$18,394 36		
Deductions:			
Tickets redeemed,		\$44 28	
NET REVENUE FROM PASSENGERS,			\$18,350 08
From mails,	\$898 23		
From express,	3,419 76		
Other earnings, passenger service: carriage of newspapers,	16 34		
			4,334 33
TOTAL EARNINGS, PASSENGER SERVICE (<i>carried forward</i>),			\$22,684 41

EARNINGS FROM OPERATION — Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward,</i>	<i>.</i>	<i>.</i>	\$22,684 41
Freight service:			
Gross receipts from freight,	\$39,497 95		
Deductions:			
Overcharge to shippers,	<i>.</i>	\$271 28	
TOTAL EARNINGS, FREIGHT SERVICE, . . .	<i>.</i>	<i>.</i>	39,226 67
TOTAL PASSENGER AND FREIGHT EARNINGS,	<i>.</i>	<i>.</i>	\$61,911 08
Other earnings from operation: rentals from build- ings and other property,	<i>.</i>	<i>.</i>	36 00
GROSS EARNINGS FROM OPERATION, . . .	<i>.</i>	<i>.</i>	\$61,947 08

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers,		\$2,416 64
General office expenses and supplies,		230 00
Insurance,		185 00
TOTAL,		\$2,831 64
Maintenance of way and structures:		
Repairs of roadway,		\$5,680 16
Renewals of rails,		1,420 95
Renewals of ties,		3,231 45
Repairs and renewals of bridges and culverts,		348 16
Repairs and renewals of fences, road crossings, signs and cattle guards,		133 00
Repairs and renewals of buildings and fixtures,		247 63
Other expenses of maintaining way and structures:		
Land for freight yard purposes,		407 35
Switches, frogs, bolts, spikes, etc.,		849 29
TOTAL,		\$12,317 99
Maintenance of equipment:		
Repairs and renewals of locomotives,		\$5,449 91
Repairs and renewals of passenger cars,		1,137 11
TOTAL,		\$6,587 02
Conducting transportation:		
Superintendence,		\$1,000 00
Engine and roundhouse men,		4,237 75
Fuel for locomotives,		7,130 85
Water supply for locomotives,		500 08
Oil, tallow and waste for locomotives,		580 82
Train service,		4,916 25
Train supplies and expenses,		186 03
Switchmen, flagmen and watchmen,		546 00
Station service,		3,443 83
Station supplies,		243 68
Car mileage — balance,		231 31

Conducting transportation — <i>Concluded.</i>	
Loss and damage,	\$1,104 68
Injuries to persons,	2 00
Rentals for tracks, yards and terminals,	1,225 00
Stationery and printing,	170 36
Other expenses of conducting transportation: travelling expenses of superintendent, etc.,	48 72
TOTAL,	\$25,567 36
Recapitulation:	
General expenses,	\$2,831 64
Maintenance of way and structures,	12,317 99
Maintenance of equipment,	6,587 02
Conducting transportation,	25,567 36
TOTAL OPERATING EXPENSES,	\$47,304 01
Percentage of operating expenses to gross earnings,	76.36

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.		DR.
Cost of road,		\$456,917 68
Cost of equipment,		61,082 32
TOTAL PERMANENT INVESTMENTS,		\$518,000 00
Cash,		13,715 42
TOTAL,		\$531,715 42
LIABILITIES.		CR.
Capital stock,		\$250,000 00
Funded debt,		268,000 00
Profit and Loss balance (surplus),		13,715 42
TOTAL,		\$531,715 42

CAPITAL STOCK.

Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	18	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	\$239,200 00	

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	64,917
Number of passengers carried one mile,	649,170
Number of passengers carried one mile per mile of road operated,	40,573

Passenger traffic — <i>Concluded.</i>		
Average length of journey per passenger,	10.000 miles.	
Average amount received from each passenger,	28.260 cents.	
Average amount received per passenger per mile carried,	2.820 "	
Passenger earnings (gross) per mile of road operated,	\$1,417 75 000	
Passenger earnings (gross) per passenger-train mile run,	56.700	
Freight traffic:		
Number of tons of freight hauled earning revenue,	81,586	
Number of tons of freight hauled one mile,	734,274	
Number of tons of freight hauled one mile per mile of road operated,	44,500	
Average length of haul per ton,	9.000 miles.	
Average amount received for each ton of freight,	48.080 cents.	
Average amount received per ton per mile hauled,	5.340 "	
Freight earnings (gross) per mile of road operated,	\$2,451 66	
Freight earnings (gross) per freight-train mile run,	1 96	
Operating expenses:		
Operating expenses per mile of road operated,	2,970 00	
Operating expenses per revenue-train mile run,	83	
Train mileage:		
Miles run by passenger trains,	37,140	
Miles run by freight trains,	17,388	
Miles run by mixed trains,	2,924	
Total mileage of trains earning revenue,	57,452	
Miles run by switching trains,	7,825	
Miles run by construction and other trains,	1,320	
Total train mileage,	66,597	
Fares and freights:		
Average rate of fare per mile on single local tickets,	3.600 cents.	
Average rate of fare per mile on commutation tickets,	2.900 "	
Average rate of fare per mile on season tickets,	1.500 "	
Average rate of fare per mile on joint tickets,	3.200 "	
Average rate of freight per ton mile on local way-bill,	3.640 "	
Average rate of freight per ton mile on joint way-bill,	2.910 "	
Employees:		
Average number of persons employed,	37	

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 16.500	Miles. 16.500
Length of side track, etc.,	3.750	3.750
TOTAL LENGTH OF TRACK OWNED,	20.250	20.250
RAILROAD OPERATED.		
Length of main line,	16.500	16.500
Length of side track, etc.,	3.750	3.750
TOTAL LENGTH OF TRACK OPERATED,	20.250	20.250

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.										Number Owned.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.												Lbs.	Lbs.
Passenger,	.	.	.	.	.	.	.	.	.	2	2	65,000	65,000
Freight,	.	.	.	.	.	.	.	.	.	2	2	85,000	75,000
TOTAL,	.	.	.	.	.	.	.	.	.	4	4	-	-

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.				
Passenger cars,	2	2	2	Miller.
Combination cars,	2	2	2	Miller.
Baggage, express and mail cars,	2	1	2	Miller.
TOTAL,	6	4	6	
CARS — FREIGHT SERVICE.				
Flat cars,	1	-	-	

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 4

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade,	30
Number of highway grade crossings protected by flagmen,	3
Number of highway grade crossings unprotected,	27

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GRAFTON & UPTON RAILROAD COMPANY,

GRAFTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Usher, *President, Treasurer, Clerk of Corporation and General Manager*, Grafton, Mass. George A. Draper, *Vice-President*, Hopedale, Mass. Levi W. Moore, *Superintendent*, Grafton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Draper, Hopedale, Mass. E. D. Bancroft, Hopedale, Mass. F. J. Dutcher, Hopedale, Mass. George W. Knowlton, West Upton, Mass. Edward P. Usher, Grafton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true,

GEO. A. DRAPER,
EDWARD P. USHER,
E. D. BANCROFT,
FRANK J. DUTCHER,
Directors.
EDWARD P. USHER,
Treasurer.
LEVI W. MOORE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. HOPEDALE, Sept. 1, 1900. Then personally appeared the above-named George A. Draper, E. D. Bancroft, Frank J. Dutcher and Levi W. Moore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD P. USHER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. GRAFTON, Sept. 6, 1900. Then personally appeared the above-named Edward P. Usher, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

EDWIN A. HOWE,
Justice of the Peace.

RETURN

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$41,334 44
Income from other sources : interest received on daily balance,	385 49
GROSS INCOME,	\$41,719 93
Expenses and charges upon income accrued during the year :	
Salaries and maintenance of organization,	\$678 21
Interest on funded debt,	8,000 00
Taxes,	2,736 88
TOTAL EXPENSES AND CHARGES UPON INCOME,	11,415 09
NET DIVISIBLE INCOME,	\$30,304 84
Dividends declared (10 per cent),	26,000 00
Surplus for the year ending June 30, 1900,	\$4,304 84
Amount of surplus June 30, 1899,	24,128 52
TOTAL SURPLUS JUNE 30, 1900,	\$28,433 36
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$462,268 89
Cash,	\$18,138 81
Traffic balances due from other companies,	8,025 66
TOTAL CASH AND CURRENT ASSETS,	26,164 47
TOTAL,	\$488,433 36
LIABILITIES.	CR.
Capital stock,	\$260,000 00
Funded debt,	200,000 00
Profit and Loss balance (surplus),	28,433 36
TOTAL,	\$488,433 36

CAPITAL STOCK.		
Capital stock authorized by law,	\$350,000 00	
Capital stock authorized by votes of company,	260,000 00	
Capital stock issued and outstanding,		\$260,000 00
Number of shares issued and outstanding,	2,600	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	\$240,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 4	April 1, 1911,	\$200,000 00	\$8,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 10.320	Miles. 10.320
Length of side track, etc.,	14.240	14.240
TOTAL LENGTH OF TRACK OWNED,	24.560	24.560

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE & WESTFIELD RAILROAD COMPANY,

HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward W. Chapin, *President*, Holyoke, Mass. Charles B. Prescott, *Vice-President*, Holyoke, Mass. Fred. F. Partridge, *Treasurer*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward W. Chapin, Holyoke, Mass. Charles B. Prescott, Holyoke, Mass. James H. Newton, Holyoke, Mass. C. Fayette Smith, Holyoke, Mass. Geo. L. Bosworth, Holyoke, Mass. Geo. W. Doane, Holyoke, Mass. Jeremiah A. Sullivan, Holyoke, Mass. Richard Herre, Holyoke, Mass. A. D. Durocher, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD W. CHAPIN,
C. B. PRESCOTT,
JEREMIAH A. SULLIVAN,
C. FAYETTE SMITH,
RICHARD HERRE,
GEO. L. BOSWORTH,

Directors.

FRED. F. PARTRIDGE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. HOLYOKE, Sept. 15, 1900. Then personally appeared the above-named Edward W. Chapin, C. B. Prescott, Jeremiah A. Sullivan, C. Fayette Smith, Richard Herre and Geo. L. Bosworth, directors, and Fred. F. Partridge, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK J. PHELPS,

Justice of the Peace.

RETURN

OF THE

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$56,185 84
Operating expenses,	36,599 53
NET EARNINGS FROM OPERATION,	\$19,586 31
Miscellaneous income, less expense of collecting:	
Rentals, etc.,	\$585 93
Interest and discount received,	716 32
TOTAL INCOME FROM SOURCES OTHER THAN OPERATION,	1,302 25
GROSS INCOME ABOVE OPERATING EXPENSES,	\$20,888 56
Charges upon income accrued during the year:	
Interest on funded debt,	\$11,893 19
Taxes,	627 26
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	12,520 45
NET DIVISIBLE INCOME,	\$8,368 11
Dividends declared during the year payable on December 31, 1899, 2 per cent on \$250,000,	5,000 00
Surplus for the year ending June 30, 1900,	\$3,368 11
Amount of surplus June 30, 1899,	8,027 02
	\$11,395 13
Debits to profit and loss account during the year: expense on bonds,	3,875 00
TOTAL SURPLUS JUNE 30, 1900,	\$7,520 13
EARNINGS FROM OPERATION.	
Passenger service:	
Gross receipts from passengers,	\$9,306 12
From mails,	1,095 10
From express,	1,505 06
TOTAL EARNINGS, PASSENGER SERVICE,	\$11,906 28
Freight service: gross receipts from freight,	44,266 01
TOTAL PASSENGER AND FREIGHT EARNINGS,	\$56,172 29
Other earnings from operation: car mileage—balance,	13 55
GROSS EARNINGS FROM OPERATION,	\$56,185 84

EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers,	\$640 00
Salaries of clerks and attendants,	1,322 00
General office expenses and supplies,	240 00
Insurance,	727 81
Stationery and printing (general offices),	48 30
Other general expenses,	506 35
TOTAL,	\$3,484 46
Maintenance of way and structures :	
Repairs of roadway,	\$4,221 46
Renewals of ties,	3,439 30
Repairs and renewals of buildings and fixtures,	188 14
Repairs and renewals of telegraph and telephones,	82 91
TOTAL,	\$7,931 81
Maintenance of equipment :	
Repairs and renewals of locomotives,	\$5,129 24
Repairs and renewals of passenger cars,	597 85
Repairs and renewals of freight cars,	2,209 10
Repairs and renewals of shop machinery and tools,	2,010 87
TOTAL,	\$9,947 06
Conducting transportation :	
Engine and roundhouse men,	\$2,676 90
Fuel for locomotives,	2,625 80
Water supply for locomotives,	38 50
Oil, tallow and waste for locomotives,	50 18
Other supplies for locomotives,	161 62
Train service,	1,489 08
Train supplies and expenses,	252 35
Station service,	1,695 00
Station supplies,	275 55
Loss and damage,	1,938 83
Injuries to persons,	80 70
Clearing wrecks,	63 10
Advertising,	26 00
Stationery and printing,	182 96
Other expenses of conducting transportation : transferring,	3,679 63
TOTAL,	\$15,236 20
Recapitulation :	
General expenses,	\$3,484 46
Maintenance of way and structures,	7,931 81
Maintenance of equipment,	9,947 06
Conducting transportation,	15,236 20
TOTAL OPERATING EXPENSES,	\$36,599 53
Percentage of operating expenses to gross earnings,	65.14
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	Dr.
Cost of road,	\$426,398 44
Cost of equipment,	60,450 42
TOTAL PERMANENT INVESTMENTS,	\$486,848 86

Cash,	\$12,311 06	
Bills receivable,	1,538 45	
Due from agents,	3,623 23	
Traffic balances due from other companies,	257 99	
Due from solvent companies and individuals,	15,839 06	
TOTAL CASH AND CURRENT ASSETS,		\$33,569 79
Materials and supplies,		1,355 98
TOTAL,		\$521,774 63
LIABILITIES.		Cr.
Capital stock,		\$250,000 00
Funded debt,		250,000 00
Current liabilities:		
Loans and notes payable,	\$5,557 59	
Audited vouchers and accounts,	3,204 99	
Salaries and wages,	1,325 25	
TOTAL CURRENT LIABILITIES,		10,087 83
Accrued liabilities: interest accrued and not yet due,		4,166 67
Profit and Loss balance (surplus),		7,520 13
TOTAL,		\$521,774 63
PROPERTY ACCOUNTS.		
Additions to construction account: bridging,		\$800 00
Additions to equipment account: locomotives (1 in number),		1,400 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$2,200 00
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): insurance received on account of destruction of rolling stock at Sherman, Vt., by fire on July 4, 1899,		2,700 00
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		\$500 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	45	
Number of stockholders in Massachusetts,	22	
Amount of stock held in Massachusetts,	\$240,200 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Sept. 1, 1922,	\$250,000 00	\$11,893 19

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	19,776
Number of passengers carried one mile,	272,038
Number of passengers carried one mile per mile of road operated,	10,882
Average length of journey per passenger,	13.750 miles.
Average amount received from each passenger,	47.057 cents.
Average amount received per passenger per mile carried,	3.420 "
Passenger earnings (gross) per mile of road operated,	\$476 25.120
Passenger earnings (gross) per passenger train-mile run,	49.785
Freight traffic:	
Number of tons of freight hauled earning revenue,	36,668
Number of tons of freight hauled one mile,	658,762
Number of tons of freight hauled one mile per mile of road operated,	26,350
Average length of haul per ton,	17.960 miles.
Average amount received for each ton of freight,	\$1 20.721
Average amount received per ton per mile hauled,	6.719
Freight earnings (gross) per mile of road operated,	1,770 64.040
Freight earnings (gross) per freight-train mile run,	2 67.258
Operating expenses:	
Operating expenses per mile of road operated,	1,463 98.000
Operating expenses per revenue-train mile run,	1 16.920
Train mileage:	
Miles run by passenger trains,	14,740
Miles run by freight trains,	7,388
Miles run by mixed trains,	9,175
Total mileage of trains earning revenue,	31,303
Total train mileage,	31,303
Fares and freights:	
Average rate of fare per mile on single local tickets,	4.000 cents.
Average rate of fare per mile on mileage tickets,	3.000 "
Average rate of fare per mile on joint tickets,	2 200 "
Average rate of freight per ton mile on local way-bill,	6.719 "
Employees:	
Average number of persons employed,	40

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 24.250	Miles. 8.220
Length of branch line, Hartwellville Branch and Mountain Mills Branch, . . . . .	.750	-
TOTAL LENGTH OF LINE OWNED,	25.000	8.220
Length of side track, etc.,	3.000	1.000
TOTAL LENGTH OF TRACK OWNED,	28.000	9.220
RAILROAD OPERATED.		
Length of main line,	24.250	8.220
Length of branch line, . . . . .	.750	-
TOTAL LENGTH OF LINE OPERATED,	25.000	8.220
Length of side track, etc.,	3.000	1.000
TOTAL LENGTH OF TRACK OPERATED,	28.000	9.220

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
LOCOMOTIVES.				
Passenger,	4	- -	-	- -
Freight,	2	- -	-	- -
TOTAL,	6	- -	-	- -
CARS—PASSENGER SERVICE.				
Passenger cars,	4	Eames Vacuum,	-	- -
Combination cars,	2	Eames Vacuum,	-	- -
Other cars in passenger service, .	2	-	-	- -
TOTAL,	8	- -	-	- -
CARS—FREIGHT SERVICE.				
Box cars,	50	- -	6	Trojan.
Flat cars,	53	- -	-	-
Coal cars,	14	- -	4	Trojan.
Refrigerator cars,	1	- -	-	-
TOTAL,	118	- -	10	Trojan.
CARS—COMPANY'S SERVICE.				
Gravel cars,	20	- -	-	- -
Caboose cars,	2	Hand brakes, .	-	- -
Other cars in company's service,	15	- -	-	- -
TOTAL,	37	- -	-	- -

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	2	-	2	-	2
Employees, .	-	-	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-	-	-
TOTALS, .	-	-	-	2	-	2	-	2

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

March 6, 1900. — Hoosac Tunnel: Winthrop Crosier, trainman, was switching cars in yard; one car was set on siding, enough to clear; as train was backing in, Crosier made an attempt to get on train between the tracks, and was caught between roof of cars and bruised on left arm and left leg; he dropped to ground out of way of train.

May 21. — Hoosac Tunnel: Anadale Gottardi, transfer man, tried to board passenger train running through yard, to which was attached a box car; train was running about twelve miles an hour; he lost his hold and fell in such a manner as to have the right foot get under wheels, crushing same back of the toes.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,
CORPORATE OFFICE, HOLYOKE, MASS.; GENERAL OFFICE, WILMINGTON, VT.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel H. Newton, *President*, Holyoke, Mass. James Ramage, *Vice-President*, Holyoke, Mass. James S. Newton, *Treasurer and Clerk of Corporation*, Holyoke, Mass. Martin A. Brown, *General Passenger Agent and General Freight Agent*, Wilmington, Vt. Moses Newton, *Superintendent*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel H. Newton, Holyoke, Mass. James Ramage, Holyoke, Mass. James H. Newton, Holyoke, Mass. Moses Newton, Holyoke, Mass. James S. Newton, Holyoke, Mass. Montgomery Rollins, Boston, Mass. J. S. Pishon, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

DANIEL H. NEWTON,
JAMES RAMAGE,
MOSES NEWTON,
JAMES H. NEWTON,
Directors.
DANIEL H. NEWTON,
Acting Treasurer.
MOSES NEWTON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. HOLYOKE, Oct. 15, 1900. Then personally appeared the above-named Daniel H. Newton, James Ramage, Moses Newton, and James H. Newton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED. F. PARTRIDGE,
Notary Public.

RETURN

OF THE

HORN POND BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[This road is merely the spur of an ice company, used for the transportation of its ice.]

GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$15,238 46
TOTAL,	\$15,238 46
LIABILITIES.	CR.
Capital stock,	\$2,000 00
Profit and Loss balance (surplus),	13,238 46
TOTAL,	\$15,238 46
CAPITAL STOCK.	
Capital stock authorized by law,	\$40,000 00
Capital stock authorized by votes of company,	2,000 00
Capital stock issued and outstanding,	\$2,000 00
Number of shares issued and outstanding,	100
Number of stockholders,	8
Number of stockholders in Massachusetts,	8
Amount of stock held in Massachusetts,	\$2,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. .663	Miles. .663
Length of side track, etc., . . . . .	.076	.076
TOTAL LENGTH OF TRACK OWNED, . . . . .	.739	.739

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,
66 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Reuben W. Hopkins, *President*, Boston, Mass. Frank J. Bartlett, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Reuben W. Hopkins, Arlington, Mass. Nelson Bartlett, Boston, Mass.
Horace O. Bright, Cambridge, Mass. Nathan B. Prescott, Boston, Mass.
Nathan G. Smith, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

REUBEN W. HOPKINS,
HORACE O. BRIGHT,
NATHAN B. PRESCOTT,
N. G. SMITH,

Directors.

FRANK J. BARTLETT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 12, 1900. Then personally appeared the above-named Reuben W. Hopkins, Horace O. Bright, Nathan B. Prescott, Nathan G. Smith and Frank J. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ELMER H. BRIGHT,

Justice of the Peace.

RETURN

OF THE

LOWELL & ANDOVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$52,500 00
Income from other sources: interest on bank deposits,	36 47
GROSS INCOME,	\$52,536 47
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$194 13
Taxes,	15 93
TOTAL EXPENSES AND CHARGES UPON INCOME,	210 06
NET DIVISIBLE INCOME,	\$52,326 41
Dividends declared (8 per cent),	50,000 00
Surplus for the year ending June 30, 1900,	\$2,326 41
Amount of surplus June 30, 1899,	144,560 13
TOTAL SURPLUS JUNE 30, 1900,	\$146,886 54
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	
Cost of road,	Dr. \$767,050 24
Cash,	4,836 30
TOTAL,	\$771,886 54
LIABILITIES.	
Capital stock,	Cr. \$625,000 00
Profit and Loss balance (surplus),	146,886 54
TOTAL,	\$771,886 54

CAPITAL STOCK.			
Capital stock authorized by law,	Unlimited.		
Capital stock authorized by votes of company,	\$625,000 00		
Capital stock issued and outstanding,			\$625,000 00
Number of shares issued and outstanding,	6,250		
Number of stockholders,	203		
Number of stockholders in Massachusetts,	176		
Amount of stock held in Massachusetts,	\$560,800 00		

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	8.850	8.850
Length of second track,	7.280	7.280
Length of side track, etc.,	6.070	6.070
TOTAL LENGTH OF TRACK OWNED,	22.200	22.200

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,

LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick Ayer, *President*, Lowell, Mass. Austin K. Chadwick, *Treasurer*,
Lowell, Mass. Grenville Hovey, *Clerk of Corporation*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. Frederick F. Ayer, New York, N. Y. George
Ripley, Andover, Mass. Oliver H. Moulton, Lowell, Mass. Prescott C. Gates,
Lowell, Mass. Jacob Rogers, Lowell, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

FREDERICK AYER,
GEORGE RIPLEY,
OLIVER H. MOULTON,
P. C. GATES,

Directors.

AUSTIN K. CHADWICK,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. AUG. 31, 1900. Then personally appeared the above-named Frederick Ayer, Oliver H. Moulton, Prescott C. Gates and Austin K. Chadwick, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE H. SPALDING,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 4, 1900. Then personally appeared the above-named George Ripley, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE H. SPALDING,

Justice of the Peace.

RETURN

OF THE

MILFORD, FRANKLIN & PROVIDENCE RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$1,800 00
Expenses and charges upon income accrued during the year:	
Interest on funded debt, \$600 00	
Other expenses and charges upon income:	
stamps, etc, 7 00	
TOTAL EXPENSES AND CHARGES UPON INCOME, . . .	607 00
NET DIVISIBLE INCOME,	\$1,193 00
Dividends declared ($1\frac{1}{2}$ per cent),	1,500 00
Deficit for the year ending June 30, 1900,	\$307 00
Amount of deficit June 30, 1899,	7,948 29
TOTAL DEFICIT JUNE 30, 1900,	\$8,255 29
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$101,308 23
Cash,	436 48
Profit and Loss balance (deficit),	8,255 29
TOTAL,	\$110,000 00
LIABILITIES.	CR.
Capital stock,	\$100,000 00
Funded debt,	10,000 00
TOTAL,	\$110,000 00

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	\$100,000 00
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,	
Number of shares issued and outstanding,	1,000	
Number of stockholders,	20	
Number of stockholders in Massachusetts,	19	
Amount of stock held in Massachusetts,	\$99,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 6	Jan. 1, 1909, .	\$10,000 00	\$600 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 4.650	Miles. 4.650
Length of side track, etc, . . . . .	.380	.380
TOTAL LENGTH OF TRACK OWNED,	5.030	5.030

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,

FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Adelbert D. Thayer, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Draper, Hopedale, Mass. Adelbert D. Thayer, Franklin, Mass. William F. Draper, Hopedale, Mass. Eben S. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass. George W. Wiggin, Franklin, Mass. J. B. Bancroft, Hopedale, Mass. James F. Ray, Franklin, Mass. William A. Wyckoff, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDGAR K. RAY,
GEORGE W. WIGGIN,
ADELBERT D. THAYER,
JAMES F. RAY,
Directors.
ADELBERT D. THAYER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK SS. FRANKLIN, July 13, 1900. Then personally appeared the above-named Edgar K. Ray, George W. Wiggin, Adelbert D. Thayer and James F. Ray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,
Justice of the Peace.

RETURN

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$4,200 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$108 01
Interest on funded debt,	3,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	3,108 01
Surplus for the year ending June 30, 1900,	\$1,091 99
Amount of deficit June 30, 1899,	34,845 85
TOTAL DEFICIT JUNE 30, 1900,	\$33,753 86
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	Dr.
Cost of road,	\$173,381 13
Cash,	1,465 01
Profit and Loss balance (deficit),	33,753 86
TOTAL,	\$208,600 00
LIABILITIES.	Cr.
Capital stock,	\$148,600 00
Funded debt,	60,000 00
TOTAL,	\$208,600 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$200,000 00
Capital stock authorized by votes of company,	148,600 00
Capital stock issued and outstanding,	\$148,600 00
Number of shares issued and outstanding,	1,486
Number of stockholders,	34
Number of stockholders in Massachusetts,	29
Amount of stock held in Massachusetts,	\$145,000 00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Dec. 1, 1908, .	\$60,000 00	\$3,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 15.130	Miles. 15.130
Length of side track, etc.,	3.640	3.640
TOTAL LENGTH OF TRACK OWNED,	18.770	18.770

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William F. Draper, *President*, Hopedale, Mass. James E. Walker, *Treasurer and Clerk of Corporation*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William F. Draper, Hopedale, Mass. Charles F. Clafin, Milford, Mass.
John P. Daniels, Milford, Mass. Eben S. Draper, Hopedale, Mass. George
A. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM F. DRAPER,
GEO. A. DRAPER,
JOHN P. DANIELS,
C. F. CLAFLIN,
Directors.
JAMES E. WALKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. JULY 23, 1900. Then personally appeared the above-named William F. Draper, Geo. A. Draper, John P. Daniels, C. F. Clafin and James E. Walker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JESSE A. TAFT,
Justice of the Peace.

RETURN

OF THE

TRUSTEE FOR THE BONDHOLDERS OF THE NANTASKET
BEACH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road (coupons presented to New York, New Haven & Hartford Railroad Company and paid),		\$6,250 00
Expenses and charges upon income accrued during the year: interest on funded debt,		\$6,250 00
GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.	DR.	
Cost of road,		\$250,000 00
TOTAL,		\$250,000 00
LIABILITIES.	CR.	
Funded debt,		\$250,000 00
TOTAL,		\$250,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 6.950	Miles. 6.950
Length of second track,	6.880	6.880
Length of side track, etc.,	4.500	4.500
TOTAL LENGTH OF TRACK OWNED,	18.330	18.330

NAME AND ADDRESS OF THE TRUSTEE.

ARTHUR W. MOORS, 111 DEVONSHIRE STREET, BOSTON, MASS.,
Trustee for the Bondholders of the Nantasket Beach Railroad.

I hereby certify that the statements contained in the foregoing return are full, just and true.

ARTHUR W. MOORS,
Trustee.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 26, 1900. Then personally appeared the above-named Arthur W. Moors, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDWARD PELHAM DODD,
Notary Public.

RETURN

OF THE

NANTUCKET CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,514 43
Operating expenses,	3,794 71
GROSS INCOME ABOVE OPERATING EXPENSES,	\$719 72
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,020 00
Taxes,	19 72
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,039 72
Deficit for the year ending June 30, 1900,	\$320 00
Amount of deficit June 30, 1899,	1,740 00
TOTAL DEFICIT JUNE 30, 1900,	\$2,060 00
EARNINGS FROM OPERATION.	
Passenger service:	
Gross receipts from passengers,	\$3,752 40
From mails,	85 98
From express,	676 05
GROSS EARNINGS FROM OPERATION,	\$4,514 43
EXPENSES OF OPERATION.	
Maintenance of way and structures: repairs of roadway,	\$1,045 33
Maintenance of equipment:	
Repairs and renewals of locomotives,	\$252 21
Repairs and renewals of passenger cars,	68 73
TOTAL,	\$320 94

Conducting transportation :		
Superintendence,		\$599 86
Engine and roundhouse men,		576 07
Fuel for locomotives,		559 05
Water supply for locomotives,		35 00
Oil, tallow and waste for locomotives,		43 47
Train service,		192 60
Switchmen, flagmen and watchmen,		168 00
Station service,		86 53
Station supplies,		167 86
TOTAL,		\$2,428 44
Recapitulation :		
Maintenance of way and structures,		\$1,045 33
Maintenance of equipment,		320 94
Conducting transportation,		2,428 44
TOTAL OPERATING EXPENSES,		\$3,794 71
GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.		DR.
Cost of road and equipment,		\$35,000 00
Profit and Loss balance (deficit),		2,060 00
TOTAL,		\$37,060 00
LIABILITIES.		CR.
Capital stock,		\$18,000 00
Funded debt,		17,000 00
Current liabilities: matured interest coupons unpaid (including coupons due July 1),		2,060 00
TOTAL,		\$37,060 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$18,000 00	
Capital stock authorized by votes of company,	18,000 00	
Capital stock issued and outstanding,		\$18,000 00
Number of shares issued and outstanding,	180	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	\$18,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 6	Feb. 1, 1906, .	\$17,000 00	\$700 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:	
Number of passengers carried paying revenue,	10,065
Number of passengers carried one mile,	85,572
Number of passengers carried one mile per mile of road operated,	10,065
Average length of journey per passenger,	8.500 miles.
Average amount received from each passenger,	37.280 cents.
Average amount received per passenger per mile carried,	4.380 "
Passenger earnings (gross) per mile of road operated,	\$441 43.500
Passenger earnings (gross) per passenger-train mile run,	62.540
Train mileage:	
Miles run by passenger trains,	6,000
Total train mileage,	6,000
Fares and freights:	
Average rate of fare per mile on single local tickets,	4.400 cents.
Employees:	
Average number of persons employed,	14

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 8.500	Miles. 8.500
Length of side track, etc., . . . . .	.200	.200
TOTAL LENGTH OF TRACK OWNED,	8.700	8.700
RAILROAD OPERATED.		
Length of main line,	8.500	8.500
Length of side track, etc., . . . . .	.200	.200
TOTAL LENGTH OF TRACK OPERATED,	8.700	8.700

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Average Weight.	Equipped with Automatic Couplers.	Name of Coupler Used.
LOCOMOTIVES.				
Passenger,	2	Lbs. 36,000	-	-
CARS — PASSENGER SERVICE.				
Passenger cars,	3	-	3	Miller.
Baggage, express and mail cars,	1	-	-	-
TOTAL,	4	-	3	-
CARS — FREIGHT SERVICE.				
Flat cars,	3	-	-	-
CARS — COMPANY'S SERVICE.				
Gravel cars,	1	-	-	-

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade, .	4
Number of highway grade crossings protected by flagmen, .	4

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NANTUCKET CENTRAL RAILROAD COMPANY,
10 TREMONT STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry S. Milton, *President*, 10 Tremont Street, Boston, Mass. D. L. Weeks, *Treasurer and General Manager*, Waltham, Mass. Melvin M. Johnson, *Clerk of Corporation*, 53 Tremont Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry S. Milton, Waltham, Mass. Byron B. Johnson, Waltham, Mass. Delmont L. Weeks, Waltham, Mass. George R. Taber, Waltham, Mass. Benj. W. Gilbert, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY S. MILTON,
DELMONT L. WEEKS,
BYRON B. JOHNSON,
Directors.
D. L. WEEKS, *Treasurer.*
D. L. WEEKS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 1, 1900. Then personally appeared the above-named Henry S. Milton and Delmont L. Weeks, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES B. F. THOMAS,
Justice of the Peace.

RETURN

OF THE

NASHUA, ACTON & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine.]

GENERAL BALANCE SHEET JUNE 30, 1900.				
ASSETS.			Dr.	
Cost of road, . . . . .	.	.	.	\$1,057,031 20
Due from solvent companies and individuals, . . . . .	.	.	.	6,257 41
Profit and Loss balance (deficit), . . . . .	.	.	.	646,694 29
TOTAL, . . . . .	.	.	.	\$1,709,982 90
LIABILITIES.			Cr.	
Capital stock, . . . . .	.	.	.	\$500,000 00
Funded debt, . . . . .	.	.	.	500,000 00
Current liabilities:				
Loans and notes payable, . . . . .	.	.	\$105,509 90	
Matured interest coupons unpaid (including coupons due October 1, 1894), . . . . .	.	.	604,473 00	
TOTAL CURRENT LIABILITIES, . . . . .	.	.	.	709,982 90
TOTAL, . . . . .	.	.	.	\$1,709,982 90
CAPITAL STOCK.				
Capital stock authorized by law, . . . . .	.	.	\$600,000 00	
Capital stock authorized by votes of company, . . . . .	.	.	500,000 00	
Capital stock issued and outstanding, . . . . .	.	.	.	\$500,000 00
Number of shares issued and outstanding, . . . . .	.	.	5,000	
Number of stockholders, . . . . .	.	.	146	
Number of stockholders in Massachusetts, . . . . .	.	.	81	
Amount of stock held in Massachusetts, . . . . .	.	.	\$55,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 6	Oct. 1, 1894,	\$500,000 00	-

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 20.120	Miles. 15.140
Length of side track, etc.,	5.100	2.840
TOTAL LENGTH OF TRACK OWNED,	25.220	17.980

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H. John F. Webster, *Treasurer and Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H. Frank S. Streeter, Concord, N. H.
Henry A. Kimball, Concord, N. H. John F. Webster, Concord, N. H. Harry
H. Dudley, Concord, N. H. Joseph W. Fellows, Manchester, N. H. Herman
F. Straw, Manchester, N. H. Charles T. Means, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

BENJAMIN A. KIMBALL,
HENRY A. KIMBALL,
HARRY H. DUDLEY,
FRANK S. STREETER,
JOHN F. WEBSTER,
Directors.
JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, SS. SEPT. 12, 1900. Then personally appeared the above-named Benjamin A. Kimball, Henry A. Kimball, Frank S. Streeter, John F. Webster and Harry H. Dudley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN H. BROWN,
Justice of the Peace.

RETURN

OF THE

NASHUA & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$73,000 00
Dividends received on stocks owned,	1,572 00
Interest received on note owned,	2,500 00
Income from other sources: interest,	266 84
GROSS INCOME,	\$77,338 84
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$1,975 36
Interest on funded debt,	2,500 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	4,475 36
NET DIVISIBLE INCOME,	\$72,863 48
Dividends declared (9 per cent),	72,000 00
Surplus for the year ending June 30, 1900,	\$863 48
Amount of surplus June 30, 1899,	160,043 58
	\$160,907 06
Debits to profit and loss account during the year: over credit, six months' interest (last year's report) on Boston & Lowell Railroad Company note for \$100,000,	2,500 00
TOTAL SURPLUS JUNE 30, 1900,	\$158,407 06
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$684,242 07
Cost of equipment,	218,242 95
TOTAL PERMANENT INVESTMENTS,	\$902,485 02
Cash,	\$5,407 66
Bills receivable,	152,306 25
TOTAL CASH AND CURRENT ASSETS,	157,713 91
TOTAL,	\$1,060,198 93

LIABILITIES.										Cr.	
Capital stock,	.	.	.	.	.	.	.	.	.		\$800,000 00
Funded debt,	.	.	.	.	.	.	.	.	.		100,000 00
Current liabilities:											
Dividends not called for,	.	.	.	.	.	.	.	.	.	\$1,666 50	
Matured interest coupons unpaid,	.	.	.	.	.	.	.	.	.	12 00	
Miscellaneous current liabilities,	.	.	.	.	.	.	.	.	.	113 37	
TOTAL CURRENT LIABILITIES,											1,791 87
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.		158,407 06
TOTAL,											\$1,060,198 93

CAPITAL STOCK.											
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$800,000 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	800,000 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.		\$800,000 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	8,000	
Number of stockholders,	.	.	.	.	.	.	.	.	.	383	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	203	
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$568,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon notes,	Per Cent. 5	July 1, 1900,	\$100,000 00	\$5,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 14.500	Miles. 9.250
Length of second track,	14.500	9.250
Length of side track, etc.,	12.400	7.510
TOTAL LENGTH OF TRACK OWNED,	41.400	26.010

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,

50 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis A. Brooks, *President*, 31 Milk Street, Boston, Mass. John Brooks, *Treasurer*, 50 State Street, Boston, Mass. Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis A. Brooks, Boston, Mass. Alfred S. Hall, Winchester, Mass.
David P. Kimball, Boston, Mass. Edward A. Newell, Wilton, N. H. John
Brooks, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

FRANCIS A. BROOKS,
JOHN BROOKS,
ALFRED S. HALL,
Directors.
JOHN BROOKS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 15, 1900. Then personally appeared the above-named
Francis A. Brooks, John Brooks and Alfred S. Hall, and severally made oath
that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

WILLIAM E. LUDDEN,
Justice of the Peace.

RETURN

OF THE

NEWBURYPORT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, being so intimately connected that separate accounts are not kept.]

GENERAL BALANCE SHEET JUNE 30, 1900.				
ASSETS.			DR.	
Cost of road,				\$597,386 32
TOTAL,				\$597,386 32
LIABILITIES.			CR.	
Capital stock,				\$220,340 02
Funded debt,				300,000 00
Profit and Loss balance (surplus),				77,046 30
TOTAL,				\$597,386 32
CAPITAL STOCK.				
Capital stock authorized by law,		\$430,000 00		
Capital stock authorized by votes of company,		202,100 00		
Capital stock issued and outstanding,				\$200,900 00
Amount paid in on shares not yet issued,				19,440 02
TOTAL CAPITAL STOCK LIABILITY,				\$220,340 02
Number of shares issued and outstanding,		2,009		
Number of stockholders,		290		
Number of stockholders in Massachusetts,		288		
Amount of stock held in Massachusetts,		\$183,300 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	6	Nov. 15, 1852,	\$3,900 00	-
Mortgage bonds,	6	Oct. 16, 1854,	30,200 00	-
Mortgage bonds,	6	Dec. 15, 1857,	113,100 00	-
Mortgage bonds,	6	March 1, 1870,	298,600 00	-
TOTALS,			\$445,800 00*	-

* All of which are owned by the Boston & Maine Railroad, and for which the liability of the Newburyport Railroad Company at the termination of the lease is \$300,000.

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 26.980	Miles. 26.980
Length of side track, etc.,	4.680	4.680
TOTAL LENGTH OF TRACK OWNED,	31.660	31.660

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Amos Blanchard, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker, Portland, Me. Henry R. Reed, Boston, Mass. Henry M. Whitney, Brookline, Mass. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
J. S. RICKER,
JOSEPH H. WHITE,
Directors.
AMOS BLANCHARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON. Then personally appeared the above-named Lucius Tuttle and Amos Blanchard on July 26, J. S. Ricker on July 31, Joseph H. White on August 4, and Samuel C. Lawrence on August 10, 1900, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. WETHERELL DRAPER,
Justice of the Peace.

RETURN

OF THE

NEW ENGLAND RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$1,120,000 00
Expenses and charges upon income accrued during the year: interest on funded debt,	970,000 00
NET DIVISIBLE INCOME,	\$150,000 00
Dividends declared (3 per cent on preferred stock),	\$150,000 00
Amount of deficit June 30, 1899,	\$341,952 79
Debits to profit and loss account during the year: worthless bills charged off as uncollectible,	9,598 20
TOTAL DEFICIT JUNE 30, 1900,	\$351,550 99
GENERAL BALANCE SHEET JUNE 30, 1900. DR.	
ASSETS.	
Cost of road,	\$26,381,583 28
Cost of equipment (appraised value),	2,416,608 87
Underlying liens, being mortgages of the New York & New England Railroad Company,	11,500,000 00
TOTAL PERMANENT INVESTMENTS,	\$40,298,192 15
Sinking and other special funds,	\$925 00
Other cash assets,	886,214 08
TOTAL CASH AND CURRENT ASSETS,	887,139 08
Profit and Loss balance (deficit),	351,550 99
TOTAL,	\$41,536,882 22
LIABILITIES. CR.	
Capital stock, common,	\$20,000,000 00
Capital stock, preferred,	5,000,000 00
TOTAL CAPITAL STOCK,	\$25,000,000 00

Funded debt,	\$5,000,000 00
Mortgage debt of the New York & New England Railroad Co.,	11,500,000 00
Current liabilities:	
Matured interest coupons unpaid (including	
coupons due July 1),	\$925 00
Miscellaneous current liabilities: Norwich &	
New York Transportation Co.,	35,957 22
TOTAL CURRENT LIABILITIES,	36,882 22
TOTAL,	\$41,536,882 22

PROPERTY ACCOUNTS.

Additions to construction account: elimination of grade cross-	
ings,	\$65,342 20
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNTS,	\$65,342 20

CAPITAL STOCK.

Capital stock authorized by law, common,	\$20,000,000 00
Capital stock authorized by law, preferred,	5,000,000 00
Total capital stock authorized by law,	\$25,000,000 00
Capital stock authorized by votes of company,	
common,	\$20,000,000 00
Capital stock authorized by votes of company,	
preferred,	5,000,000 00
Total capital stock authorized by vote,	\$25,000,000 00
Capital stock issued and outstanding, common,	\$20,000,000 00
Capital stock issued and outstanding, preferred,	5,000,000 00
Total capital stock outstanding,	\$25,000,000 00
Number of shares issued and out-	
standing, common,	200,000
Number of shares issued and out-	
standing, preferred,	50,000
Total number of shares outstanding,	250,000
Number of stockholders, common,	24
Number of stockholders, preferred,	30
Total number of stockholders,	54
Number of stockholders in Massa-	
chusetts, common,	9
Number of stockholders in Massa-	
chusetts, preferred,	20
Total stockholders in Massachusetts,	29
Amount of stock held in Massachusetts, com-	
mon,	\$28,900 00
Amount of stock held in Massachusetts, pre-	
ferred,	38,700 00
Total stock held in Massachusetts,	\$67,600 00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the year.
Consolidated mortgage bonds, . .	Per Cent. 5	July 1, 1945,	\$5,000,000 00	\$250,000 00

Mortgage Debt of the New York & New England Railroad Company.

First mortgage bonds, . . .	7	Jan. 1, 1905,	\$6,000,000 00	\$420,000 00
First mortgage bonds, . . .	6	Jan. 1, 1905,	4,000,000 00	240,000 00
Boston terminal first mortgage bonds,	4	April 1, 1939,	1,500,000 00	60,000 00
TOTALS, . . . . .	. . .	. . .	\$11,500,000 00	\$720,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	215.270	50.630
Length of branch line,	143.890	52.320
TOTAL LENGTH OF LINE OWNED,	359.160	102.950
Length of second track,	117.670	51.670
Length of side track, etc.,	192.910	75.280
TOTAL LENGTH OF TRACK OWNED,	669.740	229.900

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW ENGLAND RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. Edward D. Robbins, *Vice-President*, Hartford, Conn. George B. Phippen, *Treasurer*, Boston, Mass. James W. Perkins, *Secretary*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Royal C. Taft, Providence, R. I. John M. Hall, New Haven, Conn. Leverett Brainard, Hartford, Conn. Carlos French, Seymour, Conn. J. Pierpont Morgan, New York, N. Y. Edward D. Robbins, Hartford, Conn. Edward G. Buckland, Providence, R. I. Charles F. Brooker, Torrington, Conn. Henry S. Lee, Springfield, Mass. George J. Brush, New Haven, Conn. Fayette S. Curtis, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,
LEVERETT BRAINARD,
GEO. J. BRUSH,
CARLOS FRENCH,
ROYAL C. TAFT,
HENRY S. LEE,
Directors.
GEO. B. PHIPPEN,
Treasurer.
W. E. CHAMBERLAIN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 17, 1900. Subscribed and sworn to before me by George B. Phippen, treasurer.

JAMES W. PERKINS,
Notary Public.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 22, 1900. Then personally appeared the above-named John M. Hall, Leverett Brainard, Geo. J. Brush, Carlos French, Royal C. Taft and Henry S. Lee, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public No. 9, N. Y. County.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. Subscribed and sworn to by W. E. Chamberlain, before me, this twenty-fifth day of September, A.D. 1900.

A. S. MAY,
Notary Public.

RETURN

OF THE

NEW HAVEN & NORTHAMPTON COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$296,657 07
Dividends received on stocks owned,	2,116 00
GROSS INCOME,	\$298,773 07
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$740 00
Interest on funded debt,	142,000 00
Rentals paid Holyoke & Westfield Railroad Company,	41,257 07
Other expenses and charges upon income: contributions to sinking fund,	15,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	198,997 07
NET DIVISIBLE INCOME,	\$99,776 00
Dividends declared (4 per cent),	98,400 00
Surplus for the year ending June 30, 1900,	\$1,376 00
Amount of surplus June 30, 1899,	245,206 28
Credits to profit and loss account during the year: payment of first mortgage bonds by lessees,*	1,300,000 00
TOTAL SURPLUS JUNE 30, 1900,	\$1,546,582 28

* Copy of vote passed by the board of directors of the New York, New Haven & Hartford Railroad Company at their meeting on Saturday, July 14, 1900:—

Whereas, This company advanced one million three hundred thousand dollars for the payment of the first mortgage seven per cent bonds of the New Haven & Northampton Company, which matured on the first day of January, 1899, whereby said New Haven & Northampton Company became indebted to this company in said sum; and

Whereas, This company is the owner of the entire capital stock of the New Haven & Northampton Company, and said indebtedness is virtually the indebtedness of this company to itself, and the continuance of a book account thereof is unnecessary for the protection of any interest of this company:

Voted, That this company authorizes a cancellation of said bonds, and that they be destroyed, and requests that said New Haven & Northampton Company obtain from the treasurer of the State of Connecticut a release of the mortgage given to secure said bonds.

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.		DR.	
Cost of road,			\$5,731,586 62
Cost of equipment,			850,430 62
Stock of Holyoke & Westfield Railroad Company,	\$20,000 00		
Stock of New York, New Haven & Hartford Railroad Company (14 shares cost),	3,010 00		
Stock of Southington Water Company,	1,000 00		
			24,010 00
TOTAL PERMANENT INVESTMENTS,			\$6,606,027 24
Cash,	\$555 04		
Sinking and other special funds,	315,000 00		
			315,555 04
TOTAL CASH AND CURRENT ASSETS,			\$6,921,582 28
TOTAL,			
LIABILITIES.		CR.	
Capital stock,			\$2,460,000 00
Funded debt,			2,600,000 00
Sinking and other special funds: sinking fund for redemption of 6 per cent bonds,			315,000 00
Profit and Loss balance (surplus),			1,546,582 28
TOTAL,			\$6,921,582 28
CAPITAL STOCK.			
Capital stock authorized by law,	\$5,000,000 00		
Capital stock authorized by votes of company,	2,460,000 00		
Capital stock issued and outstanding,			\$2,460,000 00
Number of shares issued and outstanding,	24,600		
Number of stockholders,	7		
Number of stockholders in Massachusetts,	2		
Amount of stock held in Massachusetts,	\$200 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Consolidated mortgage and sinking fund bonds,	Per Cent. 6	April 1, 1909,	\$1,200,000 00	\$72,000 00
Northern extension bonds,	5	April 1, 1911,	700,000 00	35,000 00
Unsecured convertible bonds,*	5	July 1, 1904,	700,000 00	35,000 00
TOTALS,			\$2,600,000 00	\$142,000 00

Bonds Guaranteed by New Haven & Northampton Company.

Holyoke & Westfield R.R. bonds,	4	April 1, 1911,	\$200,000 00	\$8,000 00†
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* These bonds, issued with privilege of conversion into stock, matured, but, in consideration of waiver of conversion rights, were extended for eight years to A.D. 1904.

† Being included in amount paid for rental.

SINKING FUND.

Amount, June 30, 1899, of 6 per cent bonds sinking fund, .	\$300,000 00
Additions during the year to 6 per cent bonds sinking fund, .	15,000 00
TOTAL SINKING FUND JUNE 30, 1900,	\$315,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	94.640	43.380
Length of branch line,	31.670	17.580
TOTAL LENGTH OF LINE OWNED,	126.310	60.960
Length of side track, etc.,	52.680	27.150
TOTAL LENGTH OF TRACK OWNED,	178 990	88-110

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW HAVEN & NORTHAMPTON COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles N. Yeamans, *President*, Westfield, Mass. John M. Hall, *Vice-President*, New Haven, Conn. Edward A. Ray, *Treasurer and Secretary*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles N. Yeamans, Westfield, Mass. George J. Brush, New Haven, Conn. Charles P. Clark, New Haven, Conn. A. Heaton Robertson, New Haven, Conn. John M. Hall, New Haven, Conn. Samuel E. Merwin, New Haven, Conn. William E. Barnett, New Haven, Conn. Fayette S. Curtis, New Haven, Conn. John C. Hammond, Northampton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHAS. N. YEAMANS,
GEO. J. BRUSH,
A. HEATON ROBERTSON,
S. E. MERWIN,
WM. E. BARNETT,
Directors.
EDWARD A. RAY,
Treasurer.

STATE OF CONNECTICUT.

NEW HAVEN COUNTY, ss. AUG. 25, 1900. Then personally appeared the above-named George J. Brush, A. Heaton Robertson, S. E. Merwin, Wm. E. Barnett and Edward A. Ray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AVERY CLARK,
Notary Public.

STATE OF CONNECTICUT.

NEW HAVEN COUNTY, ss. SEPT. 1, 1900. Then personally appeared Charles N. Yeamans, and made oath that the foregoing statement by him subscribed is, to the best of his knowledge and belief, true.

Before me,

A. S. MAY,
Notary Public.

RETURN

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY

(LESSEE'S ACCOUNT)

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Central Vermont.]

GENERAL EXHIBIT FOR THE YEAR (LESSEE'S ACCOUNT).	
Gross earnings from operation,	\$979,515 49
Operating expenses,	722,175 09
GROSS INCOME ABOVE OPERATING EXPENSES,	\$257,340 40
Charges upon income accrued during the year:	
Taxes,	\$45,391 58
Rentals of leased roads: New London North- ern Railroad,	201,400 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	246,791 58
Surplus for the year ending June 30, 1900,	\$10,548 82

EARNINGS FROM OPERATION (LESSEE'S ACCOUNT).

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$208,347 17		
Deductions:			
Tickets redeemed,		\$356 22	
Excess fares refunded,		2,530 75	
Total deductions,		\$2,886 97	
NET REVENUE FROM PASSENGERS,			\$205,460 20
From mails,	\$17,830 44		
From express,	16,265 67		
From extra baggage and storage,	2,535 28		
			36,631 39
TOTAL EARNINGS, PASSENGER SERVICE,			\$242,091 59
Freight service:			
Gross receipts from freight,	\$726,463 39		
Deductions:			
Repayments,		\$7,575 29	
NET REVENUE FROM FREIGHT,			718,888 10
TOTAL PASSENGER AND FREIGHT EARNINGS,			\$960,979 69
Other earnings from operation:			
Rentals from buildings and other property, . .			18,535 80
GROSS EARNINGS FROM OPERATION,			\$979,515 49

EXPENSES OF OPERATION (LESSEE'S ACCOUNT).

General expenses :	
Salaries of general officers,	\$5,136 82
Salaries of clerks and attendants,	12,329 55
General office expenses and supplies,	1,456 19
Insurance,	2,133 43
Law expenses,	2,880 85
Stationery and printing (general offices),	1,156 97
Other general expenses,	410 45
TOTAL,	\$25,504 26
Maintenance of way and structures :	
Repairs of roadway,	\$49,547 22
Renewals of rails,	11,154 87
Renewals of ties,	16,581 62
Repairs and renewals of bridges and culverts,	4,426 60
Repairs and renewals of fences, road crossings, signs and cattle guards,	2,109 83
Repairs and renewals of buildings and fixtures,	6,558 69
Repairs and renewals of docks and wharves,	6,282 17
Repairs and renewals of telegraph,	122 70
Stationery and printing,	493 56
TOTAL,	\$97,277 26
Maintenance of equipment :	
Superintendence,	\$6,789 65
Repairs and renewals of locomotives,	12,576 47
Repairs and renewals of passenger cars,	4,954 19
Repairs and renewals of freight cars,	22,183 00
Repairs and renewals of work cars,	182 61
Repairs and renewals of shop machinery and tools,	547 57
Stationery and printing,	325 20
Other expenses of maintaining equipment,	1,263 95
TOTAL,	\$48,822 64
Conducting transportation :	
Superintendence,	\$13,312 14
Engine and roundhouse men,	44,064 64
Fuel for locomotives,	67,650 70
Water supply for locomotives,	2,166 54
Oil, tallow and waste for locomotives,	2,502 29
Other supplies for locomotives,	295 01
Train service,	36,953 25
Train supplies and expenses,	4,742 82
Switchmen, flagmen and watchmen,	19,636 34
Telegraph expenses,	14,290 00
Station service,	225,337 36
Station supplies,	9,105 57
Car mileage—balance,	42,694 42
Hire of equipment,	17,112 63
Loss and damage,	3,443 87
Injuries to persons,	1,620 35
Clearing wrecks,	488 37
Advertising,	2,666 15
Outside agencies,	14,295 93
Commissions,	591 36
Rentals for tracks, yards and terminals,	4,547 91

Conducting transportation — <i>Concluded.</i>	
Rentals of buildings and other property,	\$25,366 63
Stationery and printing,	6,708 60
Other expenses of conducting transportation,	73 87
TOTAL,	\$550,570 93
Recapitulation :	
General expenses,	\$25,504 26
Maintenance of way and structures,	97,277 26
Maintenance of equipment,	48,822 64
Conducting transportation,	550,570 93
TOTAL OPERATING EXPENSES,	\$722,175 09
Percentage of operating expenses to gross earnings, . .	73.73

VOLUME OF TRAFFIC, ETC. (LESSEE'S ACCOUNT).

Passenger traffic :	
Number of passengers carried paying revenue,	592,148
Number of passengers carried one mile,	9,520,098
Number of passengers carried one mile per mile of road operated,	78,679
Average length of journey per passenger,	16.100 miles.
Average amount received from each passenger,	34.700 cents.
Average amount received per passenger per mile carried, .	2.160 "
Passenger earnings (gross) per mile of road operated, .	\$2,000 76
Passenger earnings (gross) per passenger-train mile run, .	91.100 cents.
Freight traffic :	
Number of tons of freight hauled earning revenue, . . .	1,015,947
Number of tons of freight hauled one mile,	49,783,293
Number of tons of freight hauled one mile per mile of road operated,	411,432
Average length of haul per ton,	49.000 miles.
Average amount received for each ton of freight, . . .	70.700 cents.
Average amount received per ton per mile hauled, . . .	1.440 "
Freight earnings (gross) per mile of road operated, . .	\$5,941 22.000
Freight earnings (gross) per freight-train mile run, . .	2 35.042
Operating expenses :	
Operating expenses per mile of road operated,	5,968 39.000
Operating expenses per revenue-train mile run,	1 17.600
Train mileage :	
Miles run by passenger trains,	265,672
Miles run by freight trains,	348,400
Total mileage of trains earning revenue,	614,072
Miles run by switching trains,	208,139
Total train mileage,	822,211
Fares and freights :	
Average rate of fare per mile on single local tickets, . .	2.970 cents.
Average rate of fare per mile on commutation tickets, . .	1.190 "
Average rate of fare per mile on mileage tickets, . . .	2.000 "
Average rate of fare per mile on season tickets, . . . .	.710 "
Average rate of fare per mile on joint tickets,	2.090 "
Employees :	
Average number of persons employed,	693

DESCRIPTION OF RAILROAD OPERATED (LESSEE'S ACCOUNT).
(See also tabulated description in preceding appendix to report.)

RAILROAD OPERATED.	Total.	In Massachusetts.
Length of main line,	Miles. 121.000	Miles. 54.900
Length of side track, etc.,	20.700	10.500
TOTAL LENGTH OF TRACK OPERATED,	141.700	65.400

DESCRIPTION OF EQUIPMENT (LESSEE'S ACCOUNT).

ROLLING STOCK.	Total Leased.	Equipped with Power Driving-wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.			Lbs.	Lbs.
Passenger,	6	1	74,600	68,000
Freight,	10	7	105,600	91,000
Switching, etc.,	1	1	65,500	57,200
TOTAL,	17	9	-	-

ROLLING STOCK.	Total Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.				
Passenger cars,	14	14	14	Miller.
Combination cars,	10	10	10	Miller.
Baggage, express and mail cars,	3	3	3	Miller.
TOTAL,	27	27	27	- -
CARS — FREIGHT SERVICE.				
Box cars,	46	-	37	Trojan.
Flat cars,	23	1	15	Trojan.
Coal cars,	128	11	111	Trojan.
TOTAL,	197	12	163	- -
CARS — COMPANY'S SERVICE.				
Gravel cars,	31	-	-	- -
Derrick cars,	1	-	-	- -
Caboose cars,	15	-	-	- -
Other cars in company's service,	7	2	3	Trojan.
TOTAL,	54	2	3	- -

RAILROAD CROSSINGS IN MASSACHUSETTS (LESSEE'S ACCOUNT).

<i>Crossings with Highways.</i>		
Number of crossings of company's railroad with highways at grade,	52	
Number of highway grade crossings protected by flagmen,	6	
Number of highway grade crossings unprotected,	46	
Number of highway bridges 18 feet (or more) above track,	4	
Number of highway bridges less than 18 feet above track,	1	
Height of lowest highway bridge above track,	17 ft. 6 in.	
<i>Crossings with Other Railroads.</i>		
Crossings of company's railroad with other railroads at grade (3 in number), viz.:		
Boston & Albany Railroad, Palmer. Boston & Albany Railroad, Barrett's Junction. Boston & Maine Railroad, near South Vernon.		
Number of above crossings at which interlocking signals are established,	1	

ACCIDENTS TO PERSONS (LESSEE'S ACCOUNT).

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	1	5	-	-	1	5	1	5
Other persons,	-	-	1	2	1	2	1	2
TOTALS, .	1	5	1	2	2	7	2	7

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Sept. 18, 1899. — North Amherst: W. Hunt, child, on track; leg cut off.

September 30. — Amherst: F. A. Martin, asleep on track; killed.

October 27. — Palmer: Earl Delano, brakeman, coupling; thumb crushed.

November 8. — Miller's Falls: E. S. Cook, brakeman, coupling; finger jammed.

November 12. — Palmer: C. Rollins, brakeman, slipped under train; killed.

November 23. — Miller's Falls: J. E. Finn, conductor, car bridge slipped; knee sprained.

December 21. — Miller's Falls: J. E. Connell, brakeman, coupling; ribs broken.

Jan. 22, 1900. — Miller's Falls: A. Stockwell, brakeman, opening car door; thumb cut.

February 15. — Amherst: C. Waite, bale rolled off truck; ankle broken.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS (OF LESSEES).

M. M. Reynolds, *General Auditor*, St. Albans, Vt. E. H. Fitzhugh, *General Manager*, St. Albans, Vt. John W. Loud, *Freight Traffic Manager*, Montreal, P. Q. S. W. Cummings, *General Passenger Agent*, St. Albans, Vt. J. E. Dalrymple, *General Freight Agent*, St. Albans, Vt. C. E. Soule, *Superintendent*, St. Albans, Vt.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROBT. COIT,
J. A. RUMRILL,
GUILFORD SMITH,
JOHN C. AVERILL,
Directors.
ROBT. COIT,
Treasurer.
W. T. SUTPHEN,
Assistant Superintendent.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW LONDON, SS. SEPT. 19, 1900. Then personally appeared the above-named Robert Coit, J. A. Rumrill and Guilford Smith, and, on September 22, W. T. Sutphen, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JUSTUS A. SOUTHARD,
Notary Public.

RETURN

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Central Vermont.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$211,000 00
Income from other sources: interest,	368 97
GROSS INCOME,	\$211,368 97
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$4,551 98
Interest on funded debt,	68,120 00
Interest and discount on unfunded debts and loans,	956 90
Other expenses and charges upon income:	
legal expenses,	959 89
TOTAL EXPENSES AND CHARGES UPON INCOME,	74,588 77
NET DIVISIBLE INCOME,	\$136,780 20
Dividends declared (9 per cent),	135,000 00
Surplus for the year ending June 30, 1900,	\$1,780 20
Amount of surplus June 30, 1899,	496,274 14
TOTAL SURPLUS JUNE 30, 1900,	\$498,054 34

GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$3,074,920 01
Cost of equipment,	248,420 44
Bonds of Brattleboro & Whitehall Railroad,	150,000 00
Other permanent property: steamboat property,	5,000 00
TOTAL PERMANENT INVESTMENTS,	\$3,478,340 45
Cash,	52,880 98
TOTAL,	\$3,531,221 43
LIABILITIES.	CR.
Capital stock,	\$1,500,000 00
Funded debt,	1,500,000 00

Current liabilities :		
Loans and notes payable,	\$30,000 00	
Dividends not called for,	2,297 75	
Matured interest coupons unpaid,	869 34	
TOTAL CURRENT LIABILITIES,		\$33,167 09
Profit and Loss balance (surplus),		498,054 34
TOTAL,		\$3,531,221 43
PROPERTY ACCOUNTS.		
Additions to construction account : Palmertown siding,		\$20,849 40
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$20,849 40
CAPITAL STOCK.		
Capital stock authorized by law,	\$2,000,000 00	
Capital stock authorized by votes of company,	1,500,000 00	
Capital stock issued and outstanding,		\$1,500,000 00
Number of shares issued and outstanding,	15,000	
Number of stockholders,	380	
Number of stockholders in Massachusetts,	165	
Amount of stock held in Massachusetts,	\$617,700 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated bonds,	5	1910, . . .	\$812,000 00	\$40,600 00
Consolidated bonds,	4	1910, . . .	688,000 00	27,520 00
TOTALS,			\$1,500,000 00	\$68,120 00

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,

NEW LONDON, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert Coit, *President and Treasurer*, New London, Conn. J. A. Southard, *Clerk of Corporation*, New London, Conn. Augustus Brandegee, *General Counsel*, New London, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert Coit, New London, Conn. Augustus Brandegee, New London, Conn. Charles H. Osgood, Norwich, Conn. James A. Rumrill, Springfield, Mass. Thomas B. Eaton, Worcester, Mass. Edward C. Smith, St. Albans, Vt. John C. Averill, Norwich, Conn. Guilford Smith, South Windham, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROBT. COIT,
AUG. BRANDEGEE,
JOHN C. AVERILL,
Directors.
ROBT. COIT,
Treasurer.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. SEPT. 1, 1900. Then personally appeared the above-named Robert Coit, Augustus Brandeggee and John C. Averill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JUSTUS A. SOUTHARD,
Notary Public.

RETURN

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$40,325,151 88
Operating expenses,	28,224,839 84
NET EARNINGS FROM OPERATION,	\$12,100,312 04
Dividends received on stocks owned:	
Providence & Stonington	
Steamship Co.,	\$60,000 00
Providence & Springfield R.R.	
Co.,	17,534 00
New York, New Haven &	
Hartford R R Co.,	13,364 00
Rhode Island & Massachusetts	
R.R. Co., Mass. Division,	10,000 00
Rhode Island & Massachusetts	
R.R. Co., R. I. Division,	7,515 00
New Haven & Northampton Co.,	2,260 00
New Haven & Derby R.R. Co.,	1,832 00
West Stockbridge R.R. Co., .	1,804 41
Naugatuck R.R. Co.,	1,510 00
Narragansett Pier R.R. Co., .	1,496 00
Middletown, Meriden & Water-	
bury R.R. Co.,	1,170 00
Stockbridge & Pittsfield R.R.	
Co.,	660 00
Chicago, Rock Island & Pacific	
R.R. Co.,	120 00
Boston & New York Air Line	
R.R. Co.,	86 00
Old Colony R.R. Co.,	70 00
Berkshire R.R. Co.,	60 00
Danbury & Norwalk R.R. Co.,	35 00
New England R.R. Co.,	2 00
New York Transfer Co.,	200 00
Rotch Spinning Corporation,	80
	\$119,719 21
Interest received on bonds owned:	
Providence & Springfield R.R.	
Co.,	\$37,500 00
New Haven & Northampton Co.,	17,500 00
Pawtuxet Valley R.R. Co., . .	6,850 00
Meriden Horse R.R. Co.,	5,050 00
New Haven Steamboat Co.,	516 67
	67,416 67

Miscellaneous income, less expense of collecting:		
Dividends on stocks leased:		
Old Colony Steamboat Co.,	\$300,000 00	
Providence, Warren & Bristol R.R. Co.,	16,855 00	
Union Freight R.R. Co.,	15,785 00	
New Bedford, Martha's Vineyard & Nantucket Steamboat Co.,	2,400 00	
	<u>\$335,040 00</u>	
Interest on deposits, etc.,	23,944 94	
TOTAL INCOME FROM SOURCES OTHER THAN OPERATION,		\$546,120 82
GROSS INCOME ABOVE OPERATING EXPENSES, . . .		\$12,646,432 86
Charges upon income accrued during the year:		
Interest on funded debt,	\$1,062,435 00	
Interest and discount on unfunded debts and loans,	520 96	
Taxes,	2,484,605 43	
Rentals of leased roads,*	4,476,257 79	
	<u></u>	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .		8,023,819 18
NET DIVISIBLE INCOME,		\$4,622,613 68

* RENTALS OF LEASED ROADS.

NAME OF ROAD.	Total.	Less Dividends Received on Stocks Exchanged for N. Y., N. H. & H. R.R. Stock.	Net Amount.
Old Colony Railroad,	\$1,811,375 73	\$386,260 00	\$1,425,115 73
New England Railroad,	1,120,287 99	147,430 00	972,857 99
Boston & Providence Railroad,	495,672 88	-	495,672 88
Providence & Worcester Railroad,	416,000 00	-	416,000 00
Norwich & Worcester Railroad,	275,644 68	-	275,644 68
Harlem River & Port Chester Railroad,	170,000 00	-	170,000 00
New Haven & Northampton Company,	255,400 00	96,140 00	159,260 00
Naugatuck Railroad,	206,000 00	97,220 00	108,780 00
Boston & New York Air Line Railroad,	144,940 00	63,780 00	81,160 00
New Haven & Derby Railroad,	72,617 50	14,144 00	58,473 50
Providence & Springfield Railroad,	58,198 00	-	58,198 00
Holyoke & Westfield Railroad,	41,257 07	-	41,257 07
Danbury & Norwalk Railroad,	63,500 00	22,320 00	41,180 00
Berkshire Railroad,	36,250 00	-	36,250 00
Stockbridge & Pittsfield Railroad,	27,172 00	-	27,172 00
Providence, Warren & Bristol Railroad,	23,415 72	-	23,415 72
Pawtuxet Valley Railroad,	16,613 00	-	16,613 00
Plymouth & Middleborough Railroad,	11,350 00	-	11,350 00
Rhode Island & Massachusetts R.R., Mass. Div.,	10,000 00	-	10,000 00
Rhode Island & Massachusetts R.R., R.I. Div.,	10,000 00	-	10,000 00
Attleborough Branch Railroad,	9,219 00	-	9,219 00
Nantasket Beach Railroad,	6,250 00	-	6,250 00
Woonsocket & Pascoag Railroad,	5,000 00	-	5,000 00
Milford & Woonsocket Railroad,	4,200 00	-	4,200 00
Rockville Railroad,	3,650 00	-	3,650 00
Chatham Railroad,	3,188 22	-	3,188 22
West Stockbridge Railroad,	1,800 00	-	1,800 00
Milford, Franklin & Providence Railroad,	1,800 00	-	1,800 00
Colchester Railroad,	1,750 00	-	1,750 00
Middletown, Meriden & Waterbury Railroad,	1,000 00	-	1,000 00
	<u>\$5,303,551 79</u>	<u>\$827,294 00</u>	<u>\$4,476,257 79</u>

Dividends declared during the year payable on—		
September 30, 1899, 2 per cent on \$52,308,600,	\$1,046,172 00	
December 31, 1899, 2 per cent on \$52,308,600,	1,046,172 00	
March 31, 1900, 2 per cent on \$53,308,600,	1,066,172 00	
June 30, 1900, 2 per cent on \$53,638,100,	1,072,762 00	
TOTAL DIVIDENDS DECLARED,		\$4,231,278 00
Surplus for the year ending June 30, 1900,		\$391,335 68
Amount of surplus June 30, 1899,		12,291,390 50
		\$12,682,726 18
Credits to profit and loss account during the year: profit received from sale of stocks owned by the company,		\$832,796 64
Debits to profit and loss account during the year:		
Amount advanced at maturity, January 1, 1899, to pay first mortgage 7 per cent bonds of the New Haven & Northampton Co., the cancellation and destruction of which have been duly authorized,	\$1,300,000 00	
Amount in settlement of old claims against leased lines prior to leases and worthless accounts charged off,	29,391 61	
TOTAL DEBITS,	1,329,391 61	
NET AMOUNT DEBITED TO PROFIT AND LOSS,		496,594 97
TOTAL SURPLUS JUNE 30, 1900,		\$12,186,131 21

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Passenger service:			
Gross receipts from passengers,	\$16,873,722 55		
Deductions:			
Tickets redeemed,		\$56,975 40	
Excess fares refunded,		62,185 55	
Total deductions,		\$119,160 95	
NET REVENUE FROM PASSENGERS,			\$16,754,561 60
From mails,	\$627,735 11		
From express,	1,264,508 63		
From extra baggage and storage,	189,586 63		
Other earnings, passenger service:			
Parlor, sleeping, dining and buffet cars,	783,792 64		
Steamer café, etc.,	144,570 16		
			3,010,193 17
TOTAL EARNINGS, PASSENGER SERVICE,			\$19,764,754 77
Freight service:			
Gross receipts from freight,	\$19,606,957 42		
Deductions:			
Overcharge to shippers,		\$145,070 99	
Other repayments,		10,889 53	
Total deductions,		\$155,960 52	
NET REVENUE FROM FREIGHT (<i>carried forward</i>),			\$19,450,996 90

EARNINGS FROM OPERATION—Concluded.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
<i>Amount brought forward,</i> . . . . .	. . . . .	. . . . .	\$19,450,996 90
Other earnings, freight service:			
Hoisting,	\$418,306 32		
Switching,	93,855 23		
Trackage,	70,322 03		
Wharfage,	47,787 48		
Weighing,	38,111 65		
Miscellaneous,	45,373 76		
			713,756 47
TOTAL EARNINGS, FREIGHT SERVICE, . . . . .	. . . . .	. . . . .	\$20,164,753 37
TOTAL PASSENGER AND FREIGHT EARNINGS, . . . . .	. . . . .	. . . . .	\$39,929,508 14
Other earnings from operation:			
Telegraph receipts,	\$51,697 97		
Rentals from buildings and other property,	343,945 77		
TOTAL OTHER EARNINGS, . . . . .	. . . . .	. . . . .	395,643 74
GROSS EARNINGS FROM OPERATION, . . . . .	. . . . .	. . . . .	\$40,325,151 88

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers,	\$166,977 87
Salaries of clerks and attendants,	279,807 08
General office expenses and supplies,	32,701 26
Insurance,	39,307 06
Law expenses,	129,417 23
Stationery and printing (general offices),	14,270 44
Other general expenses:	
Real estate expenses, etc.,	70,711 58
Incidentals,	53,116 41
TOTAL,	\$786,308 93
Maintenance of way and structures:	
Repairs of roadway,	\$2,442,086 18
Renewals of rails,	67,631 40
Renewals of ties,	565,159 14
Repairs and renewals of bridges and culverts,	508,818 79
Repairs and renewals of fences, road crossings, signs and cattle guards,	859,949 80
Repairs and renewals of buildings and fixtures,	830,494 24
Repairs and renewals of docks and wharves,	82,490 66
Repairs and renewals of telegraph,	13,704 65
Stationery and printing,	2,069 26
TOTAL,	\$5,372,404 12
Maintenance of equipment:	
Superintendence,	\$141,228 04
Repairs and renewals of locomotives,	1,925,051 02
Repairs and renewals of passenger cars,	1,114,817 79
Repairs and renewals of freight cars,	956,634 92
Repairs and renewals of work cars,	29,992 84
Repairs and renewals of marine equipment,	136,672 58

Maintenance of equipment—*Concluded.*

Repairs and renewals of shop machinery and tools, . . .	\$155,874 28
Stationery and printing,	3,139 09
Other expenses of maintaining equipment:	
Wages of shop laborers, watchmen, etc.,	149,949 39
Fuel for stationary engines,	65,018 84
Heat and light for engine houses, etc.,	46,711 98

TOTAL, \$4,725,090 77

Conducting transportation:

Superintendence,	\$356,902 54
Engine and roundhouse men,	2,250,653 34
Fuel for locomotives,	2,899,285 84
Water supply for locomotives,	195,618 43
Oil, tallow and waste for locomotives,	91,848 81
Other supplies for locomotives,	39,677 45
Train service,	2,275,553 46
Train supplies and expenses,	515,867 25
Switchmen, flagmen and watchmen,	1,645,600 89
Telegraph expenses,	360,270 10
Station service,	3,777,199 03
Station supplies,	269,597 80
Car mileage—balance,	687,852 60
Loss and damage,	112,418 77
Injuries to persons,	261,219 39
Clearing wrecks,	20,833 78
Operating marine equipment,	523,445 77
Advertising,	47,860 94
Outside agencies,	3,838 66
Rentals for tracks, yards and terminals,	351,268 69
Rentals of buildings and other property,	45,314 21
Stationery and printing,	168,973 72
Other expenses of conducting transportation:	
Conducting electric operations,	262,811 28
Dining-car and buffet-car expenses,	129,689 45
Hoisting engines,	45,448 47
Incidentals,	1,985 35

TOTAL, \$17,341,036 02

Recapitulation:

General expenses,	\$786,308 93
Maintenance of way and structures,	5,372,404 12
Maintenance of equipment,	4,725,090 77
Conducting transportation,	17,341,036 02

TOTAL OPERATING EXPENSES, \$28,224,839 84

Percentage of operating expenses to gross earnings, 69.99

GENERAL BALANCE SHEET JUNE 30, 1900.**ASSETS.****Dr.**

Cost of road,	\$54,175,155 18
Cost of equipment,	5,261,793 72
Stocks of other companies:	
New York, New Haven & Hartford R.R. Co., \$1,841,910 18	
Old Colony R.R. Co.,	1,850 00
New England R.R. Co., common stock,	420 00
New England R.R. Co., preferred stock,	105 00

Stocks of other companies — *Concluded.*

Providence & Springfield R.R. Co., . . .	\$437,930 00
Rhode Island & Massachusetts R.R. Co., Massachusetts Division, . . .	191,700 00
Rhode Island & Massachusetts R.R. Co., Rhode Island Division, . . .	159,499 50
New Haven & Derby R.R. Co., . . .	75,942 52
New Haven & Northampton Co., . . .	59,651 58
Naugatuck R.R. Co., . . .	55,212 50
Boston & New York Air Line R.R. Co., com- mon stock, . . .	37,189 00
Boston & New York Air Line R.R. Co., pre- ferred stock, . . .	9,408 11
Woonsocket & Pascoag R.R. Co., . . .	100,000 00
Middletown, Meriden & Waterbury R.R. Co., . . .	100,000 00
Harlem River & Port Chester R.R. Co., . . .	42,250 00
West Stockbridge R.R. Co., . . .	29,888 00
Stockbridge & Pittsfield R.R. Co., . . .	7,600 00
Danbury & Norwalk R.R. Co., . . .	756 00
Wood River Branch R.R. Co., . . .	20,000 00
Narragansett Pier R.R. Co., . . .	18,700 00
Chicago, Rock Island & Pacific R.R. Co., . . .	2,200 00
Lowell & Framingham R.R. Co., . . .	28 00
Providence & Stonington Steamship Co., . . .	2,528,189 39
New Haven Steamboat Co., . . .	700,000 00
Boston Terminal Co., . . .	200,000 00
New York, Providence & Boston and Old Colony Terminal Co., . . .	37,500 00
Meriden Electric R.R. Co., . . .	198,757 50
Stamford Street R.R. Co., common stock*, . . .	1,170 20
New York Transfer Co., . . .	1,600 00
Derby Paper Mills, . . .	895 00

\$6,860,352 48

Stocks of leased lines (not merged) received
in exchange for stock of New York, New
Haven & Hartford R.R. Co., June 30, 1900 :

Old Colony R.R., 55,180 shares, . . .	\$4,966,200 00
New England R.R., 49,258 shares (preferred), . . .	2,538,891 50
New England R.R., 199,465 shares (common), . . .	3,989,300 00
Naugatuck R.R., 9,722 shares, . . .	972,200 00
New Haven & Northampton, 24,035 shares, . . .	961,400 00
Boston & New York Air Line R.R., 15,945 shares (preferred), . . .	637,800 00
Danbury & Norwalk R.R., 8,928 shares, . . .	223,200 00
New Haven & Derby R.R., 3,536 shares, . . .	108,800 00
Stockbridge & Pittsfield R.R., 15 shares, . . .	900 00
Berkshire R.R., 10 shares, . . .	600 00

14,399,291 50

Bonds of other companies :

Providence & Springfield R.R. Co., . . .	\$750,000 00
New Haven & Derby R.R. Co., . . .	692,000 00
New Haven & Northampton Co., . . .	348,612 50
Pawtuxet Valley R.R. Co., . . .	160,000 00
New Haven Steamboat Co., . . .	174,000 00
Meriden Horse R.R. Co., . . .	90,900 00
Stamford Street R.R. Co., . . .	75,220 83
Atlas Tack Co., . . .	300 00

2,291,033 33

TOTAL PERMANENT INVESTMENTS, . . .

\$82,987,626 21

* Part valuation of stock included in valuation of bonds.

Cash,	\$353,654 45	
Bills receivable,	516,324 24	
Due from agents,	1,074,830 10	
Due from solvent companies and individuals, . .	1,423,095 55	
Advances account Boston & Providence R.R. Co.,	3,987,264 89	
Property, South Street, New York, N. Y., . .	90,000 00	
Other cash assets : prepaid insurance, taxes, etc.,	51,827 36	
TOTAL CASH AND CURRENT ASSETS,		\$7,496,996 59
Materials and supplies,	\$2,456,555 98	
Other assets and property : contingent assets :		
New York, Providence & Boston and Old Colony Railroads Terminal Co., . .	\$1,531,587 45	
Terminal lands at Providence,	756,117 00	
Harlem River & Port Chester R.R. Co.,	5,646,211 93	
Dedham and Hyde Park improvements,	99,622 64	
	<u>8,033,539 02</u>	
TOTAL MISCELLANEOUS ASSETS,		10,490,095 00
TOTAL,		<u>\$100,974,717 80</u>
LIABILITIES. CR.		
Capital stock,		\$54,685,400 00
Funded debt,		25,836,200 00
Current liabilities :		
Loans, account Boston & Providence R.R. Co.,	\$1,625,625 00	
Audited vouchers and accounts,	5,030,072 39	
Salaries and wages,	349,575 68	
Traffic balances due to other companies, . .	749,682 23	
Dividends not called for,	2,068 00	
Matured interest coupons unpaid (including coupons due July 1),	1,260 00	
Rentals due and unpaid (including rentals due July 1),	3,000 46	
TOTAL CURRENT LIABILITIES,		7,761,283 76
Accrued liabilities :		
Interest accrued and not yet due,	\$267,182 31	
Rentals accrued and not yet due,	238,520 52	
TOTAL ACCRUED LIABILITIES,		505,702 83
Profit and Loss balance (surplus),		12,186,131 21
TOTAL,		<u>\$100,974,717 80</u>
PROPERTY ACCOUNTS.		
Additions to construction account : lands, land damages and fences,		\$454,859 18
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$454,859 18
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : sale of Warwick Branch,		90,000 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		<u>\$364,859 18</u>

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000,000 00	
Capital stock authorized by votes of company,* 47,500,000 00		
Capital stock issued and outstanding,		\$54,685,400 00
Number of shares issued and outstanding,	546,854	
Number of stockholders,	9,405	
Number of stockholders in Massachusetts,	4,160	
Amount of stock held in Massachusetts,	\$19,325,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, New York, New Haven & Hartford R.R. Co.,	4	June 1, 1903,	\$2,000,000 00	\$80,000 00
First mortgage bonds, New York, Providence & Boston R.R. Co.,	4	April 1, 1901,	300,000 00	12,000 00
General mortgage bonds, New York, Providence & Boston R.R. Co.,	4	April 1, 1942,	1,000,000 00	40,000 00
First mortgage bonds, Shore Line R'y Co.,	4½	March 1, 1910,	200,000 00	9,000 00
First mortgage bonds, Housatonic R.R. Co.,	4	April 1, 1910,	100,000 00	4,000 00
Consolidated mortgage bonds, Housatonic R.R. Co.,	5	Nov. 1, 1937,	2,839,000 00	141,950 00
			\$6,439,000 00	\$286,950 00
Convertible debenture certificates,	4	Apr. 1, 1903-8,	16,397,200 00	655,485 00
Debentures (non-convertible),	4	March 1, 1947,	3,000,000 00	120,000 00
TOTALS,			\$25,836,200 00	\$1,062,435 00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:		
Number of passengers carried paying revenue,		52,096,916
Number of passengers carried one mile,		943,642,580
Number of passengers carried one mile per mile of road operated,		464,368
Average length of journey per passenger,		18.110 miles.
Average amount received from each passenger,		32.160 cents.
Average amount received per passenger per mile carried,		1.776 "
Passenger earnings (gross) per mile of road operated,		\$9,726 27.000
Passenger earnings (gross) per passenger-train mile run,		1 43.284
Freight traffic:		
Number of tons of freight hauled earning revenue,		15,708,266
Number of tons of freight hauled one mile,		1,340,789,590
Number of tons of freight hauled one mile per mile of road operated,		659.805
Average length of haul per ton,		85 360 miles.
Average amount received for each ton of freight,		\$1 23.827
Average amount received per ton per mile hauled,		1.451 cents.
Freight earnings (gross) per mile of road operated,		\$9,923 11.000
Freight earnings (gross) per freight-train mile run,		3 06.969
Operating expenses:		
Operating expenses per mile of road operated,		13,889 49.000
Operating expenses per revenue-train mile run,		1 40.155

* Subject to further increase by authorized exchanges for leased lines stocks and convertible debenture certificates.

Train mileage:	
Miles run by passenger trains,	13,569,271
Miles run by freight trains,	6,344,144
Miles run by mixed trains,	224,842
Total mileage of trains earning revenue,	20,138,257
Miles run by switching trains,	4,812,585
Miles run by construction and other trains,	523,682
Total train mileage,	25,474,524
Fares and freights:	
Average rate of fare per mile on single local tickets,	1.977 cents.
Average rate of fare per mile on mileage tickets,	2.000 "
Average rate of fare per mile on season tickets,	0.592 "
Average rate of fare per mile on joint tickets,	2.058 "
Average rate of freight per ton mile on local way-bill,	2.364 "
Average rate of freight per ton mile on joint way-bill,	1.076 "
Passengers to and from Boston:	
Number of passengers (including season-ticket) to Boston,	8,842,385
Number of passengers (including season-ticket) from Boston,	8,935,272
Season-ticket passengers to and from Boston,	1,660,648
Employees:	
Average number of persons employed,	25,880

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.		Total.	In Massa- chusetts.
		Miles.	Miles.
Length of main line,		233.940	5.950
Length of branch line,		204.360	-
TOTAL LENGTH OF LINE OWNED,		438.300	5.950
Length of second track,		238.780	5.950
Length of third track,		55.320	-
Length of fourth track,		55.320	-
Length of side track, etc.,		263.990	8.420
TOTAL LENGTH OF TRACK OWNED,		1,051.710	20.320
RAILROAD OPERATED.			
Length of main line,		1,471.800	657.610
Length of branch line,		566.880	223.640
TOTAL LENGTH OF LINE OPERATED,		2,038.680	881.250
Length of second track,		667.030	301.580
Length of third track,		89.170	16.270
Length of fourth track,		87.710	14.810
Length of side track, etc.,		1,142.760	469.410
TOTAL LENGTH OF TRACK OPERATED,		4,024.350	1,683.320
EQUIPPED FOR ELECTRIC POWER.			
Length of main line,		29.910	12.010
Length of branch line,		17.790	6.950
TOTAL LENGTH OF ELECTRIC LINE,		47.700	18.960
Length of second, third and fourth track,		18.720	15.540
Length of side track, etc.,		6.630	4.750
TOTAL LENGTH OF ELECTRIC TRACK,		73.050	39.250

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.		Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Driving Wheel Brakes.	Maximum Weight.	Average Weight.
LOCOMOTIVES.						Lbs.	Lbs.
Passenger,		210	236	446	446	131,000	92,345
Freight,		182	133	315	315	156,850	124,343
Switching, etc.,		65	75	140	140	102,500	75,386
TOTAL,		457	444	901	901	-	-

ROLLING STOCK.	Number Owned.	Number Leased.	Total Owned and Leased.	Equipped with Power Train Brakes.	Equipped with Automatic Couplers.	Name of Coupler Used.
CARS — PASSENGER SERVICE.						
Passenger cars,	615	553	1,168	1,168	1,145	Miller 1,082, National-Hinson 32, Van Dorn 24, Janney 6, Buhoup-Miller Combination 1.
Combination cars,	79	192	271	271	265	Miller 207, National-Hinson 55, Van Dorn 2, Tower 1.
Dining cars,	1	2	3	3	3	Miller 2, National-Hinson 1.
Parlor cars,	90	4	94	94	94	Miller 70, National-Hinson 21, Janney-Miller 3.
Sleeping cars,	27	-	27	27	27	Miller 17, National-Hinson 10.
Baggage, express and mail cars,	164	95	259	259	258	Miller 163, National-Hinson 90, Van Dorn 3, Buhoup-Miller Combination 2.
TOTAL,	976	846	1,822	1,822	1,792	
CARS — FREIGHT SERVICE.						
Box cars,	2,874	2,905	5,779	5,157	5,779	-
Flat cars,	1,263	750	2,013	1,565	2,013	-
Stock cars,	9	9	18	-	18	Janney 8, Tower 10.
Coal cars,	3,068	2,237	5,305	4,407	5,305	-
Tank cars,	-	1	1	-	1	Tower.
TOTAL,	7,214	5,902	13,116	11,129	13,116	
CARS — COMPANY'S SERVICE.						
Officers' and pay cars,	8	6	14	14	14	Miller 9, National-Hinson 4, Buhoup-Miller Combination 1.
Derrick cars,	22	22	44	24	44	Janney 7, Trojan 3, Tower 32, American 1, Buckeye 1.
Caboose cars,	188	97	285	202	285	Janney 136, Trojan 1, Tower 130, Chicago 14, Standard 1, Gould 1, 1 car with 1 Tower and 1 Chicago, 1 car with 1 Janney and 1 Tower.
Other cars in company's service,	158	87	245	154	226	Janney 49, Trojan 2, Chicago 1, National 1, Tower 166, American 4, Gould 1, National-Hinson 2.
TOTAL,	376	212	588	394	569	

* See table of Automatic Couplers on page 173.

AUTOMATIC COUPLERS, JUNE 30, 1900.

Box Cars.

NAME OF COUPLER.	Number of Cars.	NAME OF COUPLER.	Number of Cars.
Janney,	2,427	1 Tower and 1 National,	4
Chicago,	72	1 Tower and 1 Gould,	5
Standard,	2	1 Tower and 1 Norton,	4
Norton,	2	1 Chicago and 1 American,	1
Little Giant,	2	1 American and 1 Buckeye,	2
Trojan,	313	1 American and 1 Smilie,	1
National,	48	1 Janney and 1 Tower,	40
Gould,	10	1 Janney and 1 National,	2
Dowling,	4	1 Janney and 1 Gould,	4
National-Hinson Combination,	24	1 Janney and 1 Dowling,	3
Tower,	2,338	1 Trojan and 1 Tower,	13
American,	340	1 Trojan and 1 American,	1
Buckeye,	27	1 Trojan and 1 Pooley,	1
Thurmond,	1	1 Tower and 1 American,	39
1 Janney and 1 Trojan,	6	1 Tower and 1 Buckeye,	4
1 Janney and 1 Chicago,	2	1 Tower and 1 Little Giant,	1
1 Janney and 1 American,	13	1 American and 1 Gould,	14
1 Janney and 1 Buckeye,	2	1 American and 1 Standard,	1
1 Janney and 1 Smilie,	1		
1 Trojan and 1 Chicago,	1		
1 Trojan and 1 Gould,	4		
		TOTAL NO. CARS EQUIPPED,	5,779

Flat Cars.

Janney,	554	1 Trojan and 1 National,	1
Chicago,	43	1 Tower and 1 Gould,	1
Buckeye,	1	1 Janney and 1 Chicago,	1
Trojan,	304	1 Trojan and 1 Tower,	1
National,	37	1 Tower and 1 National,	1
Tower,	1,054	1 National and 1 American,	1
American,	9		
1 Janney and 1 Tower,	4		
1 Janney and 1 Gould,	1		
		TOTAL NO. CARS EQUIPPED,	2,013

Coal Cars.

Janney,	1,040	1 Janney and 1 Tower,	7
Chicago,	142	1 Trojan and 1 Chicago,	1
Standard,	100	1 Tower and 1 American,	2
Trojan,	162	1 National and 1 Gould,	1
National,	31	1 Janney and 1 Norton,	1
Gould,	2	1 Tower and 1 Chicago,	1
Tower,	3,786	1 Tower and 1 Buckeye,	1
American,	26		
Norton,	2		
		TOTAL NO. CARS EQUIPPED,	5,205

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 1,772Number of 12-wheel cars in passenger service with brakes for *all* wheels, 50

RAILROAD CROSSINGS IN MASSACHUSETTS.

<i>Crossings with Highways.</i>		
Number of crossings of company's railroad with highways at grade,		881
Number of highway grade crossings protected by gates,		201
Number of highway grade crossings protected by flagmen,		203
Number of highway grade crossings protected by electric signals only,		96

Number of highway grade crossings unprotected,	381
Number of highway grade crossings finally abolished during the year,	3
Number of highway grade crossings now in process of abolition,	13
Number of highway grade crossings for abolition of which petition is pending,	75
Number of highway bridges 18 feet (or more) above track,	99
Number of highway bridges less than 18 feet above track,	140
Height of lowest highway bridge above track,	14 ft. 2 in.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade (10 in number), viz.:

With Boston & Albany at Westfield. With Boston & Albany at Worcester. With Boston & Albany (freight tracks) at Worcester. With Boston & Albany (freight tracks) at South Worcester. With Boston & Albany at South Framingham. With Boston & Maine at Clinton. With Boston & Maine at South Sudbury. With Fitchburg at Concord Junction. With Fitchburg at Fitchburg. With Worcester Viaduct Company at Worcester.

Number of above crossings at which interlocking signals are established,	8
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NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge Replaced.	Description of New Bridge.	Length of Spans and Number of Tracks.	By Whom Built.
1, Boston, Plym. Division.	Pile trestle and draw, Boston, Mid. Division.	Steel plate girders and roller lift drawbridge.	1 span, 50 ft. to 66 ft., 6 tr'ks; 2 spans, 33 ft. each, 6 tr'ks; 1 span, 83 ft. 8 in., roller lift draw, 6 tr'ks; 1 span, 68 ft. 6 in. to 84 ft. 10 in., 6 tr'ks; 1 span, 68 ft. 9 in. to 85 ft. 2 in., 6 tr'ks; 1 span, 70 ft. 6 in. to 89 ft. 8 in., 6 tr'ks.	Penna. Steel Co.
10½, Boston, Mid. Division.	- -	Box steel girders.	1 span, 39 ft. 5 in., 2 tr'ks; 2 spans, 7 ft. 1 in. each, 2 tr'ks.	New Jersey Steel & Iron Co.
31½, Blackstone, Mid. Div'n.	- -	Steel plate girders and I beams.	1 span, 56 ft., 2 tr'ks; 1 span, 7 ft. 2 in., 2 tr'ks.	Owego B'dge Co.
3½, Auburn, Nor. Division.	Wooden stringers,	Steel I beams,	1 span, 11 ft. 5 in., 1 tr'k.	Owego B'dge Co.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
379, Scituate, Plymouth Division, .	Wooden stringers, .	New stringers.
745, Bourne, Cape Cod Division, .	Pile bridge, . . .	New wall plates.
147, Fall River, Taunton Division, .	Wooden stringers, .	New stringers.

BRIDGES EXTENSIVELY REPAIRED, ETC. — Concluded.

NUMBER AND LOCATION.	Description of Bridge.	Description of Work Done.
205, Taunton, Taunton Division, .	Pile bridge, . . .	New stringers.
209, Taunton, Taunton Division, .	Pile bridge, . . .	New stringers.
473, Dartmouth, Taunton Division, .	Wooden stringers, .	New stringers.
481, Fall River, Taunton Division, .	Pile bridge, . . .	New stringers.
483, Fall River, Taunton Division, .	Pile bridge, . . .	New stringers,
401, Marshfield, Plymouth Division, .	Plate girders, . . .	New abutments.
2, Boston, Midland Division, . .	Pile bridge and wood truss.	37 new piles, new stringers and new needle beam.
9, Boston, Midland Division, . .	Wooden stringers, .	New stringers.
28½, Franklin, Midland Division, .	Wooden stringers, .	New stringers.
2½, Dover (Woonsocket Branch), Midland Division.	Wooden stringers, .	New stringers.
4, Milford (Milford Branch), Midland Division.	Pile bridge, . . .	4 new piles and caps.
12, Hayden Rowe (Milford Branch), Midland Division.	Wooden stringers, .	New stringers.
13, Hayden Rowe (Milford Branch), Midland Division.	Wooden stringers, .	New stringers.
½B, Worcester, Norwich Division, .	Wooden stringers and I beam.	New stringers.
1056, Ashley Falls, Berkshire Division,	Plate girders, . . .	New abutment at north end.
1073, Stockbridge, Berkshire Division,	Wooden stringers, .	New abutment.
1074, Lee, Berkshire Division, . .	Plate girders, . . .	New abutment and piers.
1060, Sheffield, Berkshire Division, .	Wooden stringers, .	New stringers.
1065, Great Barrington, Berkshire Division.	Pile bridge, . . .	4 new pile bents.
1081, Lenoxdale, Berkshire Division, .	Pile bridge, . . .	7 new stringers.
1111, State Line, Berkshire Division, .	Wooden stringers, .	New pile bent in centre.
1112, State Line, Berkshire Division, .	Wooden stringers, .	New pile bent in centre.
19, Readville, Providence Division, .	Pile bridge, . . .	Some new stringers.
76, Quinsigamond, Worcester Division.	Pile bridge, . . .	New piles and stringers.

Total length of pile and trestle bridging (in feet), 14,752

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	56	-	13	-	69	1	106
Employees, .	2	21	5	121	7	142	47	449
Other persons,	-	-	56	55	56	55	147	182
TOTALS, .	2	77	61	189	63	266	195	737

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 4, 1899. — Congamond: body of Peter Culleney found near the station.

July 5. — Tremont: E. D. Morton, brakeman, while switching in yard, was thrown from cars and was slightly injured.

July 6. — South Braintree: J. H. Gosselin, freight brakeman, getting off train, fell and injured his knee.

July 6. — South Braintree: Chas. O. Winters, yard clerk, riding on freight car which came in contact with other cars, had his left knee injured.

July 6. — Blackstone: body of Joseph N. Auclair was found on St. Paul Street, near stairs leading to the station.

July 8. — Fitchburg: Frank Renney, engineman, train No. 4571, while getting off engine to make repairs fell from bridge upon which the engine was standing into Nashua River; wrist dislocated and head cut.

July 8. — Taunton: Miss Duffy, passenger on train No. 6057, left train and returned to recover something forgotten; fell on car steps, striking her head against journal box on car, cutting her forehead.

July 8. — South Boston: H. C. White and E. L. Anthony, passengers on train No. 5129, were slightly cut by broken glass, caused by stone being thrown through car window, near Little Neck bridge.

July 9. — New Bedford: John Sullivan, stealing ride on train No. 6098, jumped from train and fell against car steps; scalp wounded and shoulders bruised.

July 15. — Holyoke: John McCarthy, section laborer, jumped from hand car and was cut near his eye.

July 16. — Pemberton: J. N. Dexter, car inspector, while repairing a whistle valve on motor car had his hand slightly burned, on account of the wrench he was using coming in contact with circuit-breaker.

July 17. — Plymouth: C. B. Slipp, freight brakeman on train No. 5235, going down ladder on a car, struck signal post, slightly injuring his side, arm and shoulder.

July 18. — Blackstone: Mrs. Frank Tierney, while alighting from train No. 122, slipped between station platform and car step and slightly injured her right ear.

July 18. — South Boston: Albert Clayton, freight conductor, while getting on moving car was struck by switch stand and thrown off the car; car wheel passed over his left foot.

July 18. — Boston: Thomas Lyons, bridge carpenter, while working on new drawbridge fell and was drowned.

July 20. — East Junction: Eugene Ober and Elex Fortier, laborers, unloading rail, were injured by rail falling upon their feet; the right foot of the former and both feet of the latter were crushed.

July 21. — Hyde Park: E. C. Fowler, freight brakeman, while coupling cars had his right forefinger injured.

July 24. — Pleasant View: unknown man was struck by train No. 3015 and seriously injured.

July 24. — Fitchburg: A. L. Johnson, yard brakeman, while coupling cars had ends of middle and index fingers cut off.

July 25. — Fairmount: William McGormley, Jr., sixteen years old, walking on track through covered bridge just south of the station, was struck by train and killed.

July 26. — Westfield: Jerry Hartnett, stealing ride, jumped from train near above station and had his left arm crushed.

July 28. — Taunton: Samuel H. Morris, yard brakeman, while riding cars onto a track caused said cars to strike another car, and the shifting freight crushed his left hand and thumb.

July 31. — Armory: Lewis Murphy, while attempting to board freight train No. 1857, to steal a ride, had right arm cut off near shoulder.

August 1. — Westfield: M. Cooney, section laborer, unloading rail near above station, had two fingers broken.

August 1. — Dodgeville: Frank H. Chase, freight brakeman, was found on track in an unconscious condition; evidently struck by over-head bridge near station.

August 3. — Sharon Heights: Nathan Sullivan, employee of the Boston Ice Company, while placing cars for loading at Lake Massapoag, cars being switched by horse power, fell under a car and the wheels passed over his left leg.

August 5. — Harwich: C. S. Nickerson, freight brakeman, while making coupling between engine and passenger car crushed two fingers of his right hand.

August 6. — South Boston: Minnie Hartnett, a car cleaner, was thrown against the seats of the car she was cleaning, the car being switched and struck by other cars; right side of jaw and right forearm slightly bruised, and internally injured.

August 7. — Webster: William Bell, walking on track near the station, stepped in front of train No. 7037 and was killed.

August 7. — Harrison Square: John Sullivan, sixteen years old, walking on track, was struck by train No. 5174 and killed.

August 7. — Braintree: George E. Fuller, brakeman on train No. 5236, had his right knee slightly injured by fragments of an exploded torpedo.

August 8. — Boston: J. F. McNulty, freight brakeman, while coupling engine to car had his left thumb badly crushed.

August 8. — Blackstone: Alfred O. Cobb was found on tracks with his head cut and arm lacerated.

August 9. — South Framingham: Gusseppe Chincehariello, laborer, while unloading rails crushed the thumb of his left hand.

August 9. — Webster: unknown man, trespasser, was run over, just north of station, and killed.

August 9. — Blackstone: Alfred Dubois, stealing ride on train No. 189, fell from and was run over by that train; left arm was cut off and body bruised.

August 9. — West Falmouth: Irving Howland, freight brakeman, while coupling cars at the station was caught between draw-bars and injured internally.

August 9. — Tremont: Peter Barney, while cutting a rail was struck in the eye by a small piece which flew from his chisel.

August 10. — Brockton: Thomas F. Hennessey, aged eighteen, while playing in the yard at above station attempted to get on freight car by catching hold of the door, when it came off and fell on him; fatally injured.

August 12. — Franklin: Mancy Daniels, driving across Stockbridge Street crossing, was struck by south-bound passenger train No. 6511; he was internally injured.

August 14. — Matfield: Phillip Kent, section foreman, was struck by train No. 5094, about one-half mile north of above station, and was seriously injured.

August 14. — Myricks: Cyprien Boivin, freight brakeman, while coupling engine to coal cars received compound fracture of the bones of his left arm, also cut and lacerated.

August 20. — Webster: body of unknown man, supposed to be John Connors, was found about one and one-half miles south of station.

August 20. — Sharon: Henry W. Rumph threw himself in front of train No. 3454, about one and one-half miles north of station, and was killed.

August 21. — Lenox Dale: Mich. Conlon drove team, which was beyond his control, into side of train on crossing; skull fractured and arm and leg broken.

August 21. — Whittenton: William Orr, sitting on pile bridge near the station, was struck by passenger train No. 5110 and killed.

August 21. — Bridgewater: Edward Washburn, aged fifty, while attempting to cross track north of Plymouth Street crossing, although warned by the crossing tender not to do so, was struck by train No. 5194 and killed.

August 22. — Blackstone: Mrs. Isabella Hogan, while crossing the main track just south of the station was struck by train No. 6594; left arm broken and right leg and left foot injured.

August 24. — Pope's Hill: Mamie Danehy, about eight years of age, while playing near the sliding gates at Hamlin's private crossing had her head caught between the gate post and hanger of the gate, because of the gates being closed by the boys who were playing with her; head crushed.

August 26. — East Longmeadow: Loren Avery, trespasser, lying on track, was struck by freight train No. 1853 and killed.

August 28. — New Bedford: Capar Flicetr, nine years of age, and lame, went under crossing gates and started to cross tracks as train No. 6059 was approaching Wall Street crossing; she was struck and knocked down, being slightly injured.

August 29. — Millville: Josef Jauniesx and Patrick Malervy were unloading coal from a car on the tracks of the Woonsocket Rubber Company, when train No. 4089 was switching in the yard; one of the cars was pushed against the car on which the men were working, throwing them to the ground; the former fell under the wheels of car and was killed; the latter fell from the car, but was slightly injured.

September 1. — Attleborough: body of James F. Farley, trespasser, was found on track just south of station.

September 2. — East Taunton: Mary A. Gibson attempted to get off train No. 6077 after it had started from the station and fell to the platform; side bruised and little finger of left hand injured.

September 8. — Holyoke: C. Cross, fireman, was internally injured on account of switch engine running on wrong track.

September 8. — Holyoke: A. DeForge, brakeman, had his ankle sprained on account of switch engine running on wrong track.

September 8. — East Walpole: James Quinlan, trespasser, walking on track about one hundred yards south of station, was struck by train No. 3288 and killed.

September 8. — Middleborough: Eddie Smith, stealing ride on train No. 5230, fell and was run over and killed.

September 9. — Springdale: Peter Wilintaukewicz, walking on track, was struck by train No. 3670; both legs severed.

September 10. — Marlborough: Guiseppe Barusso, walking track, was struck by train No. 4692; right ear cut.

September 14. — South Boston: A. S. Reeves and Thomas Perry stepped from station platform in front of train No. 6566, apparently without noticing its approach; one was killed, the other injured.

September 21. — Northampton: J. Twohy, attempting to steal ride on freight train, was killed.

September 21. — Holyoke: J. H. Farley, trespasser, walking on track, was killed by train No. 1144.

September 24. — Uxbridge: J. O. Copp, a passenger, left train at station, walked on south-bound track and was run over by car and killed.

September 25. — Quincy Adams: body of Jos. Babbine, freight brakeman on extra No. 1034, was found between tracks near the station.

September 26. — Milford: Harry Harootian, attempting to board train No. 6682, fell under the wheels; toes of right foot crushed from instep, and toes of left foot injured.

September 28. — Fairmount: David Barry, although warned by the crossing man, insisted upon attempting to drive across the track at Bridge Street; was struck by train No. 6529 and killed.

October 2. — Boston: Henry Wood, a painter, while at work on the draw-bridge stepped on the end of a plank, which threw him on the track in front of cars; he was slightly bruised.

October 3. — Mattapoissett: body of unknown man, supposed to be William Frazier, was found on track, about one and one-half miles south of station.

October 5. — Westfield: J. Conway, yard conductor, while coupling cars injured his hand.

October 6. — Northampton: A. Guyot, yard brakeman, while coupling cars injured his hand.

October 6. — Worcester: Ora May, driving on crossing at Hope Avenue, in front of train No. 7014, was instantly killed.

October 6. — Buzzard's Bay: Daniel S. Gifford, walking on side plank of bridge over the Monument River, stepped off at the north end, directly in front of train No. 5104, and was killed.

October 9. — South Duxbury: Tobias Sanders, driving milk team over the first crossing south of station, was struck by train No. 5058 and killed.

October 13. — Southwick: J. Whitford, brakeman, while unloading freight injured his foot.

October 13. — Millbury: body of an unknown man was found on track.

October 13. — Worcester: G. P. Holbrook, yard conductor, coupling cars at station, was caught and bruised about the chest and internally injured.

October 20. — Worcester: Arthur Gustquist, a boy of eight years, attempting to ride on cars that were being switched, was run over and his right foot crushed.

October 21. — Blackstone: M. F. Collins, freight brakeman, was struck by steps of engine No. 838, and was seriously injured.

October 21. — South Braintree: Edgar W. Stevens, freight brakeman, attempting to get on caboose car, struck a switch stand, was thrown to ground and slightly injured.

October 21. — Mansfield: J. B. Davis, freight brakeman, train No. 3096, while coupling engine to cars at the station slightly bruised his right hand.

October 21. — Attleborough: D. J. Cotter, engine man on train No. 3284, attempting to oil valves while his engine was in motion, lost his hold, fell and broke one of the ribs in his right side.

October 24. — West Mansfield: William Carter, a trespasser, was struck by

train No. 3381, just north of station; scalp wounded, left arm dislocated and internally injured.

October 25.—South Boston: H. A. Sears, engine man, standing near the track, was struck by the tender of a passing engine; arm bruised and face scratched.

October 26.—Roxbury: W. R. Brown, fireman on switcher, while getting oil from the engine house slipped and fell from the window, bruising his wrist.

October 27.—Ashley Falls: James Malone, attempting to get on passenger train No. 1429, at the station, crushed his right ankle.

October 30.—Ashmont: Elisha Jenkins, passenger on train No. 5133, stepped or slipped from the car step before the train had stopped, fracturing his hip.

October 30.—P. O. Dagesse, freight brakeman, was struck by overhead bridge, near the station; head and neck injured and chest strained.

October 30.—Worcester: L. D. Morrill, engine man, and E. F. Wixen, fireman, were slightly injured, caused by two switch engines colliding in the yard at above station; the former sprained his right knee and the latter cut a small gash in his elbow.

November 1.—Taunton: Chas. Wiley, stealing a ride on top of freight car which was being switched, attempted to get off, was caught and his hips were bruised.

November 3.—West Mansfield: R. W. Frost, freight brakeman, when boarding his train came in contact with fence and bruised his right leg and left hand.

November 3.—Woonsocket: E. A. Lane, passenger brakeman, while coupling to a car at the station had his hand caught and fingers bruised.

November 3.—South Boston: Lizzie Ordway, a car cleaner, while at work in a car which was being switched was thrown against the side of the car, injuring her arm.

November 4.—Wrentham: G. W. Wilson, freight brakeman, jumped from engine to throw switch, fell and slightly injured his head and arm.

November 4.—Chickering: George Macllan, freight brakeman, while working with extra freight fell from car and had his right arm crushed.

November 5.—Fall River: William Conroy, brakeman, while standing on running-board of engine and attempting to make a coupling slipped the coupler and had his left leg caught and severely bruised.

November 6.—Mt. Hope: Henry Krunt attempted to board passenger train No. 3028 after it had stopped at the station, missed his footing and fell under the cars; his head, wrists and legs were injured.

November 6.—Mansfield: F. A. Hunt, laborer, while loading a piece of iron had his hand caught and two fingers bruised.

November 6.—Congamond: H. J. Knowlton, brakeman, injured his hand while coupling cars.

November 6.—Milford: the body of Edward Copper was found on the tracks, about seven hundred feet south of Main Street crossing.

November 10.—Readville: M. O'Hare, section man, while assisting in handling rail caught his hand between two rails and badly bruised his left hand and tore the nail from his forefinger.

November 10.—Mansfield: Patrick T. Greed, a passenger on train No. 6001, was in the water-closet when the conductor came through the car for tickets; Mr. Greed was struck by the closet door when the conductor opened it for his ticket, which caused a slight cut over his eye.

November 11. — Readville: P. E. Rourke, freight conductor, while riding on his caboose through the switches in the yard was thrown from the caboose, which was derailed; he was run over and killed; A. Richardson, freight brakeman, was slightly injured.

November 13. — Sagamore: Isaac Cook, section man, employed on gravel train, fell and broke two bones in his left ankle.

November 14. — Readville: Allen Wright, freight brakeman, while attempting to couple cars crushed three fingers on his left hand.

November 14. — Jamaica Plain: Miss J. J. Finnerty, while alighting from train No. 3297 caught her heel on the platform, turning her ankle.

November 15. — Plymouth: D. J. Curney, running to catch an electric car, came in contact with crossing gate, which was lowered for a train, and bruised his face.

November 15. — Westdale: Alfred Peterson, freight brakeman, was struck in the back by an overhead bridge, one-half mile north of the station; he was rendered unconscious.

November 19. — South Fitchburg: A. L. Johnson and W. H. Foster, brakemen, were slightly bruised on account of train parting and coming together with considerable force.

November 20. — East Weymouth: William Kanzig, twelve years of age, while standing on a baggage truck caught one of his legs through the slats and broke his leg.

November 21. — Whitins: Joseph Dooley, freight brakeman, started down the ladder from the top of a car, to make a coupling; he fell to the ground and strained the muscles of his back.

November 21. — Holbrook: A. H. Cass, attempting to board a train, fell to the station platform and was slightly injured.

November 21. — Canton Junction: body of an unknown man, about forty years of age, was found about three hundred feet north of the station.

November 21. — Readville: W. B. Gibson, freight brakeman, while coupling engine to a car badly bruised his arm.

November 21. — Back Bay: Mrs. C. F. Morrills, crossing the midway in the station, attempted to walk around other passengers, slipped and fell to the roadway; she was slightly bruised.

November 21. — Roxbury: Alvin P. Edes, fireman in the yard, was leaning out of his cab window, and came in contact with a telegraph pole; his shoulders and hips were bruised.

November 22. — Whittenton: Joseph Duchane, a track patrolman, while riding on a track velocipede was struck by freight train No. 5229; scalp wounded and shoulders and arms bruised and cut.

November 22. — Tremont: Eurice Borsari's child, five years of age, was struck by train No. 6360, at Paper Mill crossing, and instantly killed.

November 23. — Middleborough: T. C. Fielding attempted to alight from train No. 5151 before it had stopped, and fell to the platform; several fingers injured.

November 26. — Millville: Cornelius Wiseman either fell or jumped from passenger train No. 4118, about three hundred feet from the station, after having been told by the conductor to come in the car; face and head injured.

November 27. — Southwick: W. S. O'Dell, fireman, jumped from engine which broke side-rod near the station; shoulders injured.

November 29. — Ashley Falls: Max Miller drove on the crossing in front of train No. 1425 and was struck and fell from his wagon; slightly injured.

December 1. — Avon: George Guitard, freight brakeman, fell from extra train, about one mile north of the station, injuring his shoulder.

December 4. — South Boston: A. H. Crocker, brakeman on train No. 5060, tripped over the interlocking signal wire, while he was going to flag his train, and was slightly injured.

December 5. — South Framingham: Angus MacKillup was run over by engine which was backing from the engine house to the yard, and was instantly killed.

December 8. — Woonsocket Junction: body of F. W. Leland, freight brakeman, was found on the track.

December 9. — Neponset: Leo D. McPherson, aged six, while playing with other boys at the station was run over by train No. 5108 and instantly killed.

December 9. — Fall River: Joseph Lheureux, freight brakeman, while attempting to couple cars to the engine bruised his right thumb.

December 10. — Framingham: Pasqual Sumner, section man, was thrown from the top of a car that was being raised by wrecking outfit; arm dislocated and wrist fractured.

December 11. — Montello: Miss Ussulla Butkewitz, nineteen years of age, climbed over the fence at station, and, in attempting to cross the track in front of train No. 5151, was struck and killed.

December 12. — Medfield: Thomas Zuccollillo, foreman, caught his leg between a connection tie and rail as the men were pulling it into the track; his leg was severely bruised.

December 14. — Turner's Falls: C. E. Waite, brakeman, when getting off engine slipped and cut his head.

December 15. — Plymouth: W. H. Gilman, fireman, in getting down from his engine slipped and fell to the turn-table, injuring his back.

December 16. — Back Bay: Harry Curtis, while attempting to cross the tracks was struck by train which was being backed through the station, and was instantly killed.

December 16. — Broadway bridge, Boston: train No. 3267 ran into the rear of train No. 3269, under the above bridge, engineman of the latter train running by signal; forty-eight passengers and one employee injured.

December 18. — Quincy Adams: M. Lee was found between tracks at the station in an unconscious condition, after train No. 5174 had passed; his jaw was fractured and head cut.

December 19. — Great Barrington: T. W. French attempted to get on train No. 1428 after it had left the station; his left arm was crushed.

December 19. — Worcester: body of an unknown man, supposed to be Charles Sullivan, was found on the tracks in yard at the station.

December 19. — South Worcester: William Degual, brakeman, fell from the river bridge north of Millbury Street crossing, bruising his right shoulder and back.

December 20. — Crescent Avenue: unknown man, about forty years of age, was found lying between tracks in an unconscious condition, with a cut in his head.

December 20. — Marion: Mrs. Reuben Chase, attempting to board train No. 6351, slipped her feet between station platform and car steps; leg and back injured.

December 23. — Franklin: J. T. Donohue, freight conductor, while walking over the top of his train fell between the cars and his legs were run over.

December 23. — Broadway bridge, Boston: bodies of Daniel Grady and an unknown man were found lying on tracks near the above point.

December 23. — South Framingham: Thomas Powers, freight brakeman, while coupling engine to a car bruised his right hand.

December 24. — Foxborough: body of Lawrence Cummings was found near the Foxborough crossing.

December 25. — Fall River: Peter G. Richardson, yard brakeman, while coupling engine and car bruised his chest.

December 27. — South Worcester: J. R. Cobleigh, engine man, jumped from his engine on account of collision with switch engine, and sprained his right knee.

December 28. — Fairmount: Geo. F. Nickerson, crossing track to catch train, fell and cut a gash above his eye.

December 29. — Worcester: Thomas Loynd, engine man, in getting down from his engine slipped on the ice and fell; his forehead, hands and one rib were injured.

December 29. — South Braintree: Fred Cornell, baggage master on train No. 5020, while coupling cars fractured his ribs.

December 31. — East Junction: William Winslow, freight brakeman, fell from a freight car; face, left eye, shoulder and hips were injured.

Jan. 2, 1900. — South Boston: F. Barnett, freight brakeman, while coupling cars in the yard crushed two fingers on his left hand.

January 3. — South Worcester: Mrs. Joseph Raymond, crossing tracks at Southgate Street, was struck by train No. 7004; foot cut off and internally injured.

January 4. — Walpole: Frank Merrill, freight brakeman, while transferring freight from one car to another bruised his wrist.

January 5. — Foxborough: T. A. Taylor, freight conductor, while transferring freight bruised his right foot.

January 6. — Mt. Bowdoin: body of R. L. McAlpine was found on track near the station.

January 6. — Holyoke: Robbie Ironsides, attempting to steal a ride on freight train, crushed his foot.

January 10. — Boston: Mrs. W. D. Carlton jumped from train as it was moving in the terminal yard and crushed one of her feet.

January 10. — Blackstone: P. O. Dagesse, freight brakeman, fell from the top of a box car and injured his left ankle.

January 10. — Back Bay: Alfred D. Whiting, employed in interlocking department, who had been at work repairing boxing over wires, was found on the track fatally injured.

January 12. — Sharon: E. L. Yates, freight brakeman, while switching cars attempted to couple the pilot of engine to a car, when he slipped and fell, injuring his left foot.

January 13. — Weymouth: Joseph Tirrell, crossing tender, was struck by a stake when cars were being staked, which bruised his head.

January 13. — Southbridge: Jos. Gaucher was struck by train No. 7141, about one mile north of the station, and instantly killed.

January 13. — Plainville: Fraser Rose, carpenter, while carrying a heavy plank slipped and fell, badly bruising his right leg.

January 15. — Foxborough: T. A. Taylor, freight conductor, slipped on an icy car and fell, fracturing one rib.

January 17. — Hebronville: R. W. D. Frost and William Kennerson, freight

brakemen, were struck by an overhead bridge at the station; the former fractured his skull and the latter wounded his scalp.

January 21. — Millville: body of James Victory, a laborer, was found lying between rails, just south of Burnt Bridge crossing.

January 22. — South Worcester: Charles Smith, while unloading coal was caught between two cars and badly bruised.

January 22. — Crescent Avenue: Thomas O'Connell, trackman, was injured by a car door striking him.

January 23. — New Bedford: B. W. Mason, passenger on train No. 6076, attempted to board train after it had started, fell and was slightly injured.

January 23. — Roxbury: M. McAleer, freight brakeman, attempting to couple engine to cars, badly bruised his left hand.

January 25. — Worcester: E. L. Gerst, yard brakeman, getting off a car that was being switched, fell and the forward truck passed over him; he was seriously injured.

January 25. — South Worcester: Thomas Hennessey, freight brakeman, slipped from the top of an icy car, injuring his back.

January 26. — South Worcester: Edward Dupree, yard brakeman, attempting to couple cars, bruised the thumb and forefinger of his right hand.

January 28. — Avon: G. McNiff, walking near the track at the station, was struck by train No. 5286 and seriously injured.

February 1. — Blackstone: N. A. Miner, freight brakeman, coupling cars, fell, and the truck of one car passed over him; his left arm was broken and his head and body bruised.

February 3. — Mansfield: John Farley, yard brakeman, fell from the top of a car which was being switched, injuring his right ankle and foot.

February 4. — Webster: Ernest Inman, freight brakeman, slipped from the side of a car which was being pushed on a siding, causing a slight scalp wound.

February 5. — South Worcester: Frank Valley, freight brakeman, while coupling cars crushed two fingers of his right hand.

February 7. — Holyoke: M. Fitzgerald, yard brakeman, while pulling pin was struck by bridge and slightly injured.

February 7. — Housatonic: John Weniger lay on track three-fourths of a mile north of station, and was run over by train No. 1482; left leg was crushed at knee.

February 12. — Boston: bodies of John Middleton, a draw tender, and J. F. Hinds, were found on track No. 4.

February 12. — Winslow: body of Timothy Leary was found near the station, soon after train No. 141 had passed.

February 14. — Boston: unknown man was struck by train No. 3210, near Broadway signal tower, and instantly killed.

February 20. — Taunton: James A. Devereaux, freight brakeman, while coupling engine and car badly bruised his chest.

February 20. — Forest Hills: James McMahon was struck by train No. 15 and killed.

February 21. — Back Bay: William Lawrie, while carrying lumber to repair interlocking allowed it to fall, injuring his face and head.

February 22. — Back Bay: Fred Bowler was struck by train No. 3022, which cut his head and face.

February 24. — Northampton: W. C. Jewett, yard brakeman, while coupling cars injured his hand.

February 27. — Roxbury: J. H. Salter, yard brakeman, while switching in the yard was run over and had his feet crushed.

March 1. — Auburn: body of William Fitzgerald was found between the platform and main track, at the station.

March 1. — South Worcester: J. J. Kelley, walking near track, was struck by engine of train No. 7002 and slightly injured.

March 1. — East Longmeadow: P. F. Curley, engineer, passed over culvert, the foundation of which had been washed out by severe rain storm; the engine turned over on its side, and the engineer slightly bruised his hips.

March 1. — Cohasset: Edward Shanahan, attempting to cross the track, was struck by train No. 5429; his skull was fractured and left arm broken.

March 6. — New Bedford: body of John Casey was found on the track.

March 8. — Brockton: Thomas B. Cort, station engineer, while wheeling ashes fell off the plank and injured a muscle of his left leg.

March 13. — Scituate: D. W. Publicover, freight brakeman, fell from a box car to a flat car, caused by the train parting and coming together; his back was injured.

March 16. — Westfield: T. Doherty, brakeman, struck bridge and slightly cut his head.

March 17. — Westfield: Peter Lapan, brakeman, was struck by brake wheel on car and was slightly injured.

March 20. — Harrison Square: Charles Fitzpatrick was found, after train No. 5225 had passed, with his left leg cut off just below the knee.

March 23. — Franklin: William Jillison, freight conductor, while riding some cars on siding fell from cars and broke his right leg.

March 23. — Webster: Eugene Sullivan fell from bridge, just north of the station, when intoxicated; fractured shoulder and cut his head.

March 26. — Swansea: J. Currier, laborer, while carrying a tie slipped, striking his head against the corner of a car; he was slightly cut above his eye.

March 28. — Tremont: R. M. Foran, freight brakeman, attempting to uncouple cars, bruised his left foot.

March 29. — Randolph: Jos. P. Dennehy, eleven years of age, riding bicycle on station platform, fell between station platform and train No. 5167 and crushed his arm.

March 29. — Norwood Central: Mary Flaherty ran out of the station and attempted to cross the tracks in front of train No. 4034, and was struck by the engine and thrown to the ground; her shoulder, collar bone, head, face and left leg were injured.

March 31. — South Boston: Daniel Calnan, teamster, jumping from the car door of the freight house to the street, fell and fractured his knee cap.

April 3. — South Boston: John McSweeney, freight handler, unloading freight, fell and injured his head and right shoulder.

April 4. — Franklin: Joseph Moreau, freight conductor, fell from top of a box car on train No. 186 and injured his ankle.

April 6. — Attleborough: Edward Gentz attempted to board freight train No. 3134, south of the station, and fell; his foot was cut off and skull fractured.

April 8. — Dodgeville: Marcus Sadler, passenger on train No. 3454, was injured by a stone being thrown through car window.

April 9. — Forest Hills: W. D. Marshall, baggage master, while pulling pin between car and engine of train No. 3061 injured his left forefinger.

April 9. — Forest Hills: Geo. F. Knowlton, son of the tower man, went under the crossing gates, which were down, and was struck by train No. 3233 and instantly killed.

April 11. — Fall River wharf: M. J. Sullivan, yard brakeman, while coupling cars bruised his breast.

April 12. — Worcester: James Blakely, engine man, was struck by lever, which became loosened and reversed, fell, and injured his chest, shoulder and face.

April 14. — Springfield yards: T. F. Coleman, yard conductor, was struck by a car; his back and hand were injured.

April 14. — South Deerfield: E. Crandall, while coupling engine and car injured his back.

April 28. — Millville: John Johnson, attempting to run across the track in front of train No. 4059, was struck by the engine; his hand was bruised and head slightly injured.

May 1. — Westfield: F. P. Curley, attempting to steal a ride, crushed his leg.

May 1. — River Street: body of an unknown man found by train crew.

May 5. — Canton Junction: M. J. Kelley, freight brakeman, while coupling cars at the station badly injured his left thumb.

May 6. — South Boston: Thomas Kelley threw himself in front of engine No. 1071; left arm, face and head injured.

May 10. — Canton Junction: four passengers were injured on account of a piece of wood on a freight train shifting and striking side of train No. 45, near the station, breaking windows on one side of the coach.

May 10. — Armory: Thomas Ahern, brakeman, while coupling cars crushed index and middle fingers on his right hand.

May 12. — South Boston: M. Ryan, freight handler, right foot bruised by cask of clay falling on it.

May 12. — South Boston: Patrick C. O'Brien, freight handler, caught his foot between rise board and cross-bar truck, and bruised his left foot.

May 15. — Worcester: J. E. Payette, freight brakeman, fell from the top of a freight car, between the car and station platform, and injured his right arm and hip.

May 16. — North Stoughton: Samuel Franette, stealing a ride on train No. 5236, supposed to have been struck by an overhead bridge; was internally injured.

May 17. — Walpole Junction: Christopher Thompson, section foreman, while riding on a track velocipede was struck by train No. 4551; his scalp was wounded, skull fractured, neck broken, and he lost a portion of his right hand.

May 18. — South Worcester: Miss Annie M. Condon attempted to cross the tracks near the station and was struck by passenger train No. 3749; two ribs broken, and right shoulder, hips and face bruised.

May 19. — Morrills: Daniel Drennan was caught between a switching motor used by the Morrill Company and a freight car in their yard, and his right leg was broken.

May 20. — Millville: body of Hugh Dolan was found on the track near the station.

May 21. — Worcester: Daniel Driscoll stepped in front of train No. 4002; his leg was cut off and knee lacerated.

May 21. — North Abington: Arthur Higgins, a laborer, while walking on track was struck by train No. 5197 and instantly killed.

May 21. — Holyoke: M. Fitzgerald, brakeman, right leg injured by slipping stake.

May 23. — Holyoke: J. Wood, brakeman, injured his back by striking Cabot Street bridge.

May 26. — West Medway: Mr. and Mrs. Lewis St. George, while driving across the tracks at Franklin Street crossing were struck by train No. 6635 and slightly injured.

May 26. — Fall River: J. F. Brown, engineman, jumped from his engine, which was derailed, at the arch; his right foot and ankle were injured.

May 27. — Northampton: body of Simon Maher was found beside the track.

May 28. — Holyoke: Ed. Wagner, unloading coal, the cars were struck by switcher, which injured his leg.

May 29. — Worcester: Fred Pinkham, yard conductor, while loading freight injured his foot.

May 31. — Boston: body of William Burns was found on the roadway, near the Albany Street bridge.

May 31. — Northampton: Salvatore Pazzarello, trespasser, was killed by train No. 252, near the station.

June 1. — South Bay Junction: unknown man, avoiding train on the opposite track, jumped in front of train No. 6576 and was killed.

June 1. — South Boston: D. S. Houp, freight brakeman, while chaining up cars in the yard bruised two fingers of his right hand.

June 3. — Franklin: C. E. Kemp, train baggage master, while uncoupling cars injured one rib.

June 7. — South Worcester: John Bergstrom, five years of age, was struck by a freight train near Perry's crossing; his head and face were cut and bruised.

June 9. — Northbridge: George Dion, eleven years of age, stealing ride on freight train, fell from car; his right foot was run over and crushed.

June 9. — Worcester: Patrick Clancy, laborer, while transferring freight fell between cars and injured his left knee.

June 11. — Harrison Square: James E. Brainiff, freight brakeman, fell from his train and injured his leg.

June 11. — Wellfleet: Joseph Rich, while driving across the crossing near the station, was struck by train No. 5196 and instantly killed.

June 11. — Easthampton: J. W. Greenwood, stealing ride on freight train, jumped from the train and was slightly injured.

June 12. — Fall River wharf: Joseph Santos was unloading machinery from steamboat, when a truck which he was handling fell and lacerated his right foot.

June 12. — South Boston: John Cary, freight handler, while turning over a rail on a flat car fell and bruised his head.

June 13. — Holyoke: Louis McCoy, brakeman, fell against rail and was slightly injured.

June 14. — Westfield: Chas. O'Connor, brakeman, fell from car and injured his head.

June 14. — South Boston: Frederick Canavan, freight handler, while trucking freight was struck by running-board, which cut his right leg.

June 20. — South Worcester: unknown man, supposed to be Jeremiah Cronin, was found between the tracks with both legs crushed.

June 21. — Fall River wharf: Thomas Cusick, yard conductor, while un-

coupling cars slipped from the brake-beam upon which he was standing, fell and crushed his foot.

June 21. — South Wareham: W. J. Gray was loading freight into a car, when a barrel fell and crushed his foot.

June 22. — Harrison Square: Kosmos Schatzel attempting to board train No. 5193 after it had started from the station, fell and crushed his foot.

June 22. — Clinton: Edward Sullivan, ten years of age, attempted to climb on train No. 4558 and fell under the wheels, which passed over his leg.

June 23. — Northampton: C. F. Clark, yard brakeman, fell from a car and injured his back.

June 23. — Lenox Dale: Thomas Toolin, brakeman, was struck by bridge and seriously injured.

June 25. — South Boston: John Walker, while loading a heavy piece of glass on his team allowed it to fall, fracturing his left arm.

June 29. — Great Barrington: George Lake, brakeman, attempting to board train No. 551 when it was in motion, fell and fractured his skull.

June 30. — Fall River: body of Peter Stacy was found on the track, at Cove Street.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. Wm. D. Bishop, *Vice-President*, Bridgeport, Conn. W. F. Merrill, *First Vice-President*, New Haven, Conn. Wm. E. Barnett, *Third Vice-President*, New Haven, Conn. F. S. Curtis, *Fourth Vice-President*, Boston, Mass. Wm. D. Bishop, Jr., *Secretary*, Bridgeport, Conn. Wm. L. Squire, *Treasurer*, New Haven, Conn. F. A. Farnham, *Acting Attorney*, New Haven, Conn. H. M. Kochersperger, *Comptroller*, New Haven, Conn. W. E. Chamberlain, *General Manager*, Boston, Mass. C. H. Platt, *General Superintendent Western District*, New Haven, Conn. C. Peter Clark, *General Superintendent Eastern District*, Boston, Mass. J. W. Miller, *General Superintendent Marine District*, New York, N. Y. Geo. L. Connor, *Passenger Traffic Manager*, New Haven, Conn. Charles T. Hempstead, *General Passenger Agent Western District*, New Haven, Conn. A. C. Kendall, *General Passenger Agent Eastern District*, Boston, Mass. O. H. Taylor, *General Passenger Agent Marine District*, New York, N. Y. N. A. Willcox, *General Freight Agent Western District*, New Haven, Conn. J. M. Williams, *General Freight Agent Eastern and Marine Districts*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William D. Bishop, Bridgeport, Conn. Henry C. Robinson (deceased February 14, 1900). Charles P. Clark, New Haven, Conn. Joseph Park, New York, N. Y. Chauncey M. Depew, New York, N. Y. Henry S. Lee, Springfield, Mass. William Rockefeller, New York, N. Y. Leverett Brainard, Hartford, Conn. J. Pierpont Morgan, New York, N. Y. George Macculloch Miller, New York, N. Y. John M. Hall, New Haven, Conn. Charles F.

Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Royal C. Taft, Providence, R. I. Charles F. Brooker, Torrington, Conn. Carlos French, Seymour, Conn. George J. Brush, New Haven, Conn. I. DeVer Warner, Bridgeport, Conn. Arthur D. Osborne, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,
CHARLES F. CHOATE,
LEVERETT BRAINARD,
WM. D. BISHOP,
GEO. J. BRUSH,
CARLOS FRENCH,
ROYAL C. TAFT,
HENRY S. LEE,
ARTHUR D. OSBORNE,
GEO. MACCULLOCH MILLER,
I. DeVER WARNER,
W. L. SQUIRE,
W. E. CHAMBERLAIN,

Directors.
Treasurer.
General Manager.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 22, 1900. Then personally appeared the above-named John M. Hall, Charles F. Choate, Leverett Brainard, Wm. D. Bishop, Geo. J. Brush, Carlos French, Royal C. Taft, Henry S. Lee, Arthur D. Osborne, George Macculloch Miller and I. DeV. Warner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public No. 9, N. Y. County.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. Subscribed and sworn to by W. L. Squire and W. E. Chamberlain, before me, this twenty-fifth day of September, A.D. 1900.

A. S. MAY,
Notary Public.

RETURN

OF THE

NORTH BROOKFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$3,000 00
Income from other sources:	
Rent of hall,	\$100 00
Interest on deposits,	13 00
	113 00
GROSS INCOME,	\$3,113 00
Expenses and charges upon income accrued during the year:	
Taxes,	\$256 33
Other expenses and charges upon income:	
sundries,	5 25
	261 58
TOTAL EXPENSES AND CHARGES UPON INCOME,	261 58
NET DIVISIBLE INCOME,	\$2,851 42
Dividends declared (3 per cent),	3,000 00
Deficit for the year ending June 30, 1900,	\$148 58
Amount of surplus June 30, 1899,	397 15
TOTAL SURPLUS JUNE 30, 1900,	\$248 57

GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$100,000 00
Cash,	248 57
TOTAL,	\$100,248 57
LIABILITIES.	CR.
Capital stock,	\$100,000 00
Profit and Loss balance (surplus),	248 57
TOTAL,	\$100,248 57

CAPITAL STOCK.			\$100,000 00
Capital stock authorized by law,	\$100,000 00		
Capital stock authorized by votes of company,	100,000 00		
Capital stock issued and outstanding,			
Number of shares issued and outstanding,	1,000		
Number of stockholders,	49		
Number of stockholders in Massachusetts,	48		
Amount of stock held in Massachusetts,	\$99,900 00		

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	4.000	4.000
Length of side track, etc.,	1.310	1.310
TOTAL LENGTH OF TRACK OWNED,	5.310	5.310

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,
NORTH BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alden Batcheller, *President*, North Brookfield, Mass. John B. Dewing, *Vice-President and Treasurer*, North Brookfield, Mass. Geo. R. Hamant, *Clerk of Corporation*, North Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alden Batcheller, North Brookfield, Mass. John B. Dewing, North Brookfield, Mass. George R. Hamant, North Brookfield, Mass. Edward A. Batcheller, North Brookfield, Mass. Freeman R. Doane, North Brookfield, Mass. Samuel A. Clark, North Brookfield, Mass. Sumner Holmes, North Brookfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ALDEN BATCHELLER,
E. A. BATCHELLER,
SUMNER HOLMES,
SAMUEL A. CLARK,
GEO. R. HAMANT,
JOHN B. DEWING,
Directors.
JOHN B. DEWING,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 7, 1900. Then personally appeared the above-named Alden Batcheller, E. A. Batcheller, Sumner Holmes, Samuel A. Clark, Geo. R. Hamant and John B. Dewing, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

TIMOTHY HOWARD,
Justice of the Peace.

RETURN OF THE NORWICH & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$269,472 12
Income from other sources: interest received,	950 46
GROSS INCOME,	\$270,422 58
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$516 79
Interest on funded debt,	38,826 12
TOTAL EXPENSES AND CHARGES UPON INCOME,	39,342 91
NET DIVISIBLE INCOME,	\$231,079 67
Dividends declared (8 per cent),*	230,646 00
Surplus for the year ending June 30, 1900,	\$433 67
Amount of surplus June 30, 1899,	938,762 38
Credits to profit and loss account during the year:	
Premium on 2,308 shares preferred capital	
stock sold,	\$265,924 08
Premium on 245 bonds sold,	26,411 00
TOTAL CREDITS,	292,335 08
TOTAL SURPLUS JUNE 30, 1900,	\$1,231,531 13

GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$3,981,684 24
Cost of equipment,	179,750 67
Lands in Massachusetts,	3,107 08
Stock of Norwich & New York Transportation Company,	500,000 00
TOTAL PERMANENT INVESTMENTS,	\$4,664,541 99
Cash,	\$92,537 20
Bills receivable,	285,000 00
Other cash assets,	12,512 00
TOTAL CASH AND CURRENT ASSETS,	390,049 20
Materials and supplies,	450,869 65
TOTAL,	\$5,505,460 84

* October 1, 1899, 2 per cent on 27,692 shares, \$55,384; January 1, 1900, 2 per cent on 27,692 shares, \$55,384; April 1, 1900, 2 per cent on 29,939 shares, \$59,878; July 1, 1900, 2 per cent on 30,000 shares, \$60,000; total, \$230,646.

LIABILITIES.		Cr.	
Capital stock, common,		\$6,600 00	
Capital stock, preferred,		3,000,000 00	
TOTAL CAPITAL STOCK,			\$3,006,600 00
Funded debt,			1,200,000 00
Current liabilities:			
Audited vouchers and accounts,		\$3,762 71	
Dividends not called for,		3,023 00	
Matured interest coupons unpaid (including coupons due July 1),		180 00	
Rentals due and unpaid (including rentals due July 1),		60,364 00	
TOTAL CURRENT LIABILITIES,			67,329 71
Profit and Loss balance (surplus),			1,231,531 13
TOTAL,			\$5,505,460 84

PROPERTY ACCOUNTS.			
Additions to construction account:			
Grading and masonry,		\$18,944 23	
Bridging,		4,381 98	
Superstructure, including rails,		666 95	
Lands, land damages and fences,		3,464 22	
Passenger and freight stations, woodsheds and water stations,		8,672 30	
Engineering and other expenses incident to construction,		1,619 94	
Elimination of grade crossings,		24,291 25	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,			\$62,040 87

CAPITAL STOCK.			
Capital stock authorized by law, preferred,		\$3,825,000 00	
Capital stock authorized by votes of company, preferred,		3,000,000 00	
Capital stock issued and outstanding, common,			\$6,600 00
Capital stock issued and outstanding, preferred,			3,000,000 00
Total capital stock outstanding,			\$3,006,600 00
Number of shares issued and outstanding, common,	66		
Number of shares issued and outstanding, preferred,	30,000		
Total number of shares outstanding,		30,066	
Number of stockholders, preferred,		964	
Number of stockholders in Massachusetts, preferred,		804	
Amount of stock held in Massachusetts, preferred,		\$2,455,400 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Debenture bonds,	Per Cent. 4	March 1, 1927,	\$1,200,000 00	\$38,826 12

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 70.970	Miles. 17.830
Length of branch line, . . . . .	.630	-
TOTAL LENGTH OF LINE OWNED,	71.600	17.830
Length of side track, etc.,	35.950	11.230
TOTAL LENGTH OF TRACK OWNED,	107.550	29.060

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,

NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. George Bullock, *President*, Worcester, Mass. Massena M. Whittemore,
Treasurer and Clerk of Corporation, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward L. Davis, Worcester, Mass. Thomas B. Eaton, Worcester, Mass.
 Josiah H. Clarke, Worcester, Mass. Francis H. Dewey, Worcester, Mass.
 A. George Bullock, Worcester, Mass. Charles P. Cogswell, Norwich, Conn.
 Stephen Salisbury, Worcester, Mass.

We hereby certify that the statements contained in the foregoing return are
 full, just and true.

EDWARD L. DAVIS,
 THOS B. EATON,
 JOSIAH H. CLARKE,
 FRANCIS H. DEWEY,
 A. G. BULLOCK,
 CHARLES P. COGSWELL,
 STEPHEN SALISBURY,

Directors.

M. M. WHITTEMORE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 12, 1900. Then personally appeared the above-
 named Edward L. Davis, Thos. B. Eaton, Josiah H. Clarke, Francis H.
 Dewey, A. G. Bullock, Charles P. Cogswell, Stephen Salisbury and M. M.
 Whittemore, and severally made oath that the foregoing certificate by them
 subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. W. MACKINTIRE,

Justice of the Peace.

RETURN

OF THE

OLD COLONY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$1,811,375 73
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$6,546 96
Interest on funded debt,	632,010 00
Interest and discount on unfunded debts and loans,	10,195 77
TOTAL EXPENSES AND CHARGES UPON INCOME,	648,752 73
NET DIVISIBLE INCOME,	\$1,162,623 00
Dividends declared (7 per cent),	\$1,162,623 00
Amount of surplus June 30, 1899,	\$765,945 47
Credits to profit and loss account during the year: collections for accounts prior to lease to New York, New Haven & Hartford R.R. Co.,	\$7,198 71
Debits to profit and loss account during the year: charged off on stock of Sea View Hotel & Wharf Co.,	235 00
NET AMOUNT CREDITED TO PROFIT AND LOSS,	6,963 71
TOTAL SURPLUS JUNE 30, 1900,	\$772,909 18

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.	DR.
Cost of road,	\$26,604,698 98
Cost of equipment,	3,161,518 83
Stock of Old Colony Steamboat Co.,	\$1,277,500 00
Stock of New York, Providence & Boston and Old Colony Terminal Co.,	52,850 00
Stock of Boston Terminal Co.,	100,000 00
Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Co.,	15,340 83

Stock of Union Freight R.R. Co.,	\$79,014 42	
Stock of Fall River R.R. Co.,	245 00	
Stock of Lowell & Framingham R.R. Co.,	10,529 69	
Stock of Providence, Warren & Bristol R.R. Co.,	1,600 00	
Stock of Oak Bluffs Land & Wharf Co.,	70 00	
		\$1,537,149 94
Other permanent property: Providence Terminal improvement,		74,016 78
TOTAL PERMANENT INVESTMENTS,		\$31,377,384 53
Cash,	\$400,606 97	
Bills receivable,	26,488 73	
Due from solvent companies and individuals,	55,860 00	
TOTAL CASH AND CURRENT ASSETS,		482,955 70
Other assets and property: Boston & Providence R.R. improvement account,		3,278,747 03
TOTAL,		\$35,139,087 26
LIABILITIES.		Cr.
Capital stock,		\$16,608,900 00
Stock liability,		8,725 00
Funded debt,		15,265,200 00
Real estate mortgages,		175,000 00
Current liabilities:		
Loans and notes payable,	\$12,000 00	
Audited vouchers and accounts,	6,293 10	
Dividends not called for,	16,008 31	
Dividend due July 1, 1900,	290,655 75	
Matured interest coupons unpaid (including coupons due July 1),	147,293 50	
TOTAL CURRENT LIABILITIES,		472,250 66
Accrued liabilities: interest accrued and not yet due,		72 602 50
Premium on stock and bonds sold,		1,763,499 92
Profit and Loss balance (surplus),		772,909 18
TOTAL,		\$35,139,087 26
PROPERTY ACCOUNTS.		
Additions to construction account:		
Grading and masonry,	\$9,938 27	
Bridging,	144,758 07	
Superstructure, including rails,	6,535 48	
Lands, land damages and fences,	17,023 65	
Elimination of grade crossings,	720,273 42	
TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT,		\$898,528 89
Other expenditures charged to property accounts: Boston & Providence R.R. improvement account,		81,991 40
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$980,520 29

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of land,	\$1,123,308 15	
Gravel and filling used for grade crossings, . .	14,554 10	
Dividend in liquidation, received on stock of Oak Bluffs Land & Wharf Co.,	10 00	
Dividend in liquidation, received on stock of Sea View Hotel & Wharf Co., \$1,785; charged off, \$235,	2,020 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .		\$1,139,892 25
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,		\$159,371 96
CAPITAL STOCK.		
Capital stock authorized by law,	\$20,020,000 00	
Capital stock authorized by votes of company, . .	20,020,000 00	
Capital stock issued and outstanding,		\$16,608,900 00
Scrip convertible into stock,		107 37
Other paid stock liability,		8,617 63
TOTAL CAPITAL STOCK LIABILITY,		\$16,617,625 00
Number of shares issued and outstanding,	166,089	
Number of stockholders,	5,552	
Number of stockholders in Massachusetts, . . .	5,283	
Amount of stock held in Massachusetts,	\$15,429,400 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Real estate in South Boston,	Per Cent. 4	Aug. 25, 1899,	\$175,000 00	\$9,595 77

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
New Bedford R.R. bonds (matured),	Per Cent. -	July 1, 1894,	\$1,000 00	-
Agricultural Branch R.R. bonds (matured), . .	-	July 1, 1884,	4,000 00	-
Fitchburg & Worcester R.R. bonds (matured), . .	-	Oct. 1, 1881,	200 00	-
Boston, Chilton, Fitchburg & New Bedford R.R. bonds, first mortgage, coupon,	5	Jan. 1, 1910,	1,912,000 00	\$95,600 00
Old Colony R.R. plain bonds, coupon,	4½	April 1, 1904,	498,000 00	22,522 50
Old Colony R.R. plain bonds, registered,	4	July 1, 1904,	750,000 00	30,000 00
Old Colony R.R. plain bonds, gold, registered and coupon,	4	Feb. 1, 1924,	3,000,000 00	126,280 00
Old Colony R.R. plain bonds, registered,	4	Jan. 1, 1938,	4,000,000 00	160,000 00
Old Colony R.R. plain bonds, registered and coupon,	4	Dec. 1, 1925,	5,100,000 00	205,440 00
TOTALS,			\$15,265,200 00	\$639,842 50

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 368.700	Miles. 352.510
Length of branch line,	138.790	136.660
TOTAL LENGTH OF LINE OWNED,	507.490	489.170
Length of second track,	159.740	159.740
Length of third track,	5.120	5.120
Length of fourth track,	3.660	3.660
Length of side track, etc.,	231.400	224.720
TOTAL LENGTH OF TRACK OWNED,	907.410	882.410

CORPORATE NAME AND ADDRESS OF THE COMPANY.

OLD COLONY RAILROAD COMPANY,

ROOM 526, SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Choate, *President*, Boston, Mass. Charles L. Lovering, *Vice-President*, Boston, Mass. Benjamin B. Torrey, *Treasurer*, Boston, Mass. Alfred H. Litchfield, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Southborough, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Thomas Dunn, Newport, R. I. George A. Gardner, Boston, Mass. John M. Hall, New Haven, Conn. Charles L. Lovering, Taunton, Mass. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
CHARLES L. LOVERING,
JOHN S. BRAYTON,
GEO. A. GARDNER,
N. THAYER,
THOS. DUNN,

Directors.

B. B. TORREY,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Aug. 31, 1900. Then personally appeared the above-named Charles F. Choate, George A. Gardner, Charles L. Lovering, John S. Brayton and Benj. B. Torrey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. BOSTON, Sept. 3, 1900. Then personally appeared the above-named Nathaniel Thayer and Thomas Dunn, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,

Justice of the Peace.

RETURN

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$22,500 00
Dividends declared (5 per cent),	\$22,500 00
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$438,752 57
Cost of equipment,	11,247 43
TOTAL,	\$450,000 00
LIABILITIES.	CR.
Capital stock,	\$450,000 00
TOTAL,	\$450,000 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$500,000 00
Capital stock authorized by votes of company,	450,000 00
Capital stock issued and outstanding,	\$450,000 00
Number of shares issued and outstanding,	4,500
Number of stockholders,	111
Number of stockholders in Massachusetts,	107
Amount of stock held in Massachusetts,	\$446,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 18.550	Miles. 18.550
Length of side track, etc.,	7.420	7.420
TOTAL LENGTH OF TRACK OWNED,	25.970	25.970

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Boston, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Appleton, Peabody, Mass. Zenas Crane, Dalton, Mass. Albert C. Houghton, North Adams, Mass. Edward Jackson, Boston, Mass. James A. Rumrill, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD JACKSON,
FRANCIS H. APPLETON,
Directors.
FRANK H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 10, 1900. Then personally appeared the above-named Edward Jackson and Frank H. Ratcliffe, and afterward, on Aug. 13, 1900, the above-named Francis H. Appleton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WOODWARD HUDSON,
Justice of the Peace.

RETURN

OF THE

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.		Dr.
Cost of road,		\$305,000 00
TOTAL,		\$305,000 00
LIABILITIES.		Cr.
Capital stock,		\$80,000 00
Funded debt,		225,000 00
TOTAL,		\$305,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$240,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding,		\$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	24	
Number of stockholders in Massachusetts,	24	
Amount of stock held in Massachusetts,	\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	Jan. 1, 1912, .	\$225,000 00	\$11,250 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
	Miles.	Miles.
Length of main line,	15.030	15.030
Length of side track, etc.,	1.020	1.020
TOTAL LENGTH OF TRACK OWNED,	16.050	16.050

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,

PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

T. D. Shumway, *President and Treasurer*, Plymouth, Mass. L. T. Robbins.
Vice-President, Plymouth, Mass. B. A. Hathaway, *Clerk of Corporation*,
Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jason W. Mixer, Plymouth, Mass. Leavitt T. Robbins, Plymouth, Mass.
Nathaniel Morton, Plymouth, Mass. Charles P. Hatch, Plymouth, Mass.
Thomas D. Shumway, Plymouth, Mass. George F. Morse, Carver, Mass.
Albert T. Savery, Middleborough, Mass. John C. Sullivan, Middleborough,
Mass. Joseph E. Beals, Middleborough, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

L. T. ROBBINS,
JOHN C. SULLIVAN,
CHAS. P. HATCH,
NATHANIEL MORTON,
JASON W. MIXTER,
GEORGE F. MORSE,
Directors.
T. D. SHUMWAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. SEPT. 19, 1900. Then personally appeared the above-
named L. T. Robbins, J. C. Sullivan, C. P. Hatch, N. Morton, J. W. Mixer
and G. F. Morse, directors, and T. D. Shumway, treasurer, and severally
made oath that the foregoing certificate by them subscribed is, to the best
of their knowledge and belief, true.

Before me,

B. A. HATHAWAY,
Justice of the Peace.

RETURN

OF THE

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$58,198 00
Expenses and charges upon income accrued during the year: interest on funded debt,	37,500 00
NET DIVISIBLE INCOME,	\$20,698 00
Dividends declared (4 per cent),	\$20,698 00
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	Dr.
Cost of road and equipment,	\$1,267,450 00
TOTAL,	\$1,267,450 00
LIABILITIES.	Cr.
Capital stock,	\$517,450 00
Funded debt,	750,000 00
TOTAL,	\$1,267,450 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$1,000,000 00
Capital stock authorized by votes of company,	517,450 00
Capital stock issued and outstanding,	\$517,450 00
Number of shares issued and outstanding,	5,174½
Number of stockholders,	39
Number of stockholders in Massachusetts,	3
Amount of stock held in Massachusetts,	\$8,500 00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	July 1, 1922,	\$750,000 00	\$37,500 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 27.730	Miles. 1.630
Length of side track, etc.,	5.410	.700
TOTAL LENGTH OF TRACK OWNED,	33.140	2.330

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY,

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Tinkham, *President*, Providence, R. I. Edward G. Buckland,
Treasurer and Clerk of Corporation, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Tinkham, Providence, R. I. Royal C. Taft, Providence, R. I.
Wm. W. Douglas, Providence, R. I. Dr. Fenner H. Peckham, Jr., Providence, R. I. William H. Pope, Providence, R. I. Edward G. Buckland, Providence, R. I. John M. Hall, New Haven, Conn. Arthur D. Osborne, New Haven, Conn. Charles P. Clark, Kennebunkport, Me.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WM. TINKHAM,
ROYAL C. TAFT,
FENNER H. PECKHAM, JR.
WM. H. POPE,
JOHN M. HALL,
EDWARD G. BUCKLAND,
CHARLES P. CLARK,
Directors.
EDWARD G. BUCKLAND,
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, SS. PROVIDENCE, Aug. 3, 1900. Then personally appeared the above-named Edward G. Buckland, Chas. P. Clark, Wm. Tinkham, Royal C. Taft, F. H. Peckham, Jr., Wm. H. Pope and John M. Hall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. R. POTTER,
Notary Public.

RETURN

OF THE

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$7,486 13
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization,	\$26 75	
Interest and discount on unfunded debts and loans,	4,515 73	
Taxes,	378 19	
Other expenses and charges upon income: repairs on buildings,	244 95	
TOTAL EXPENSES AND CHARGES UPON INCOME,		5,165 82
Surplus for the year ending June 30, 1900,		\$2,320 51
Amount of surplus June 30, 1899,		8,878 78
TOTAL SURPLUS JUNE 30, 1900,		\$11,199 29
GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.		DR.
Cost of road,		\$243,361 12
Traffic balances due from other companies,		1,755 27
TOTAL,		\$245,116 39
LIABILITIES.		CR.
Capital stock,		\$160,000 00
Current liabilities: loans and notes payable,		73,917 10
Profit and Loss balance (surplus),		11,199 29
TOTAL,		\$245,116 39
CAPITAL STOCK.		
Capital stock authorized by law,	\$160,000 00	
Capital stock authorized by votes of company,	160,000 00	
Capital stock issued and outstanding,		\$160,000 00
Number of shares issued and outstanding,	1,600	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$160,000 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 11.230	Miles. 11.230
Length of side track, etc.,	3.200	3.200
TOTAL LENGTH OF TRACK OWNED,	14.430	14.430

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,
WEBSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. G. Washburn, *President*, 314 Main Street, Worcester, Mass. Amos Bartlett, *Vice-President*, Webster, Mass. Frank B. Smith, *Treasurer*, 314 Main Street, Worcester, Mass. Charles Gerber, *Clerk of Corporation*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles G. Washburn, Worcester, Mass. Frank B. Smith, Worcester, Mass. Amos Bartlett, Webster, Mass. Elias P. Morton, Webster, Mass. Charles Gerber, Webster, Mass. Edwin Bartlett, North Oxford, Mass. Samuel Slater, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. G. WASHBURN,
FRANK BULKELEY SMITH,
CHARLES GERBER,
AMOS BARTLETT,
Directors.
FRANK BULKELEY SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 7, 1900. Then personally appeared the above-named C. G. Washburn, Frank Bulkeley Smith, Charles Gerber and Amos Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. GEO. WINTER,
Justice of the Peace.

RETURN

OF THE

PROVIDENCE & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,	\$416,000 00
Income from other sources: interest on balances,	1,419 71
GROSS INCOME,	\$417,419 71
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$5,559 33
Interest on funded debt,	60,000 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	65,559 33
NET DIVISIBLE INCOME,	\$351,860 38
Dividends declared (10 per cent),	350,000 00
Surplus for the year ending June 30, 1900,	\$1,860 38
Amount of surplus June 30, 1899,	218,429 38
TOTAL SURPLUS JUNE 30, 1900,	\$220,289 76

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.		Dr.
Cost of road,		\$4,276,250 00
Cost of equipment,		828,887 40
TOTAL PERMANENT INVESTMENTS,		\$5,105,137 40
Cash,	\$34,404 39	
Due from solvent companies and individuals,	80,747 97	
TOTAL CASH AND CURRENT ASSETS,		115,152 36
TOTAL,		\$5,220,289 76
LIABILITIES.		Cr.
Capital stock,		\$3,500,000 00
Funded debt,		1,500,000 00
Profit and Loss balance (surplus),		220,289 76
TOTAL,		\$5,220,289 76

CAPITAL STOCK.		
Capital stock authorized by law,	\$3,500,000 00	\$3,500,000 00
Capital stock authorized by votes of company,	3,500,000 00	
Capital stock issued and outstanding,		
Number of shares issued and outstanding,	35,000	
Number of stockholders,	897	
Number of stockholders in Massachusetts,	474	
Amount of stock held in Massachusetts,	\$1,845,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage, currency, coupon,	Per Cent. 4	Oct. 1, 1947, . .	\$1,500,000 00	\$60,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massachusetts.
Length of main line,	Miles. 40.900	Miles. 25.500
Length of branch line,	7.000	.500
TOTAL LENGTH OF LINE OWNED,	47.900	26.000
Length of second track,	46.480	24.980
Length of third track,	2.150	-
Length of fourth track,	2.150	-
Length of side track, etc.,	68.530	21.160
TOTAL LENGTH OF TRACK OWNED,*	167.210	72.140

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses B. I. Goddard, *President*, Providence, R. I. William A. Leete, *Treasurer and Clerk of Corporation*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Moses B. I. Goddard, Warwick, R. I. Joseph E. Davis, Boston, Mass.
John W. Danielson, Providence, R. I. G. Marston Whitin, Whitinsville, Mass.
A. George Bullock, Worcester, Mass.

* Five miles of main line and second track, all the third and fourth tracks, and 10.120 miles of the side track, included in the above, are owned jointly with the Boston & Providence Railroad Corporation, — all in Rhode Island.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES B. I. GODDARD,
JOHN W. DANIELSON,
A. G. BULLOCK,
JOSEPH E. DAVIS,
WM. A. LEETE,
Directors.
Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, SS. SEPT. 13, 1900. Then personally appeared the above-named Moses B. I. Goddard and John W. Danielson, directors, and William A. Leete, treasurer, of the Providence & Worcester Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD P. JASTRAM,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 14, 1900. Then personally appeared the above-named A. G. Bullock, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRANK H. RATCLIFFE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 14, 1900. Then personally appeared the above-named Joseph E. Davis, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MARCUS MORTON,
Justice of the Peace.

RETURN

OF THE

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$10,000 00
Dividends declared (10 per cent),		\$10,000 00
Amount of surplus June 30, 1899,		\$14,839 63
Debits to profit and loss account during the year: paid to stockholders,		18 50
TOTAL SURPLUS JUNE 30, 1900,		\$14,821 13
GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.		DR.
Cost of road,		\$112,321 13
Due from solvent companies and individuals,		2,500 00
TOTAL,		\$114,821 13
LIABILITIES.		CR.
Capital stock,		\$100,000 00
Profit and Loss balance (surplus),		14,821 13
TOTAL,		\$114,821 13
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	3	
Number of stockholders in Massachusetts,	2	
Amount of stock held in Massachusetts,	\$2,000 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 6.520	Miles. 6.520
Length of side track, etc., . . . . .	.860	.860
TOTAL LENGTH OF TRACK OWNED,	7.380	7.380

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY,
(MASSACHUSETTS DIVISION).

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. Edward G. Buckland, *Treasurer and Clerk of Corporation*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles P. Clark, Kennebunkport, Me. John M. Hall, New Haven, Conn. Joseph G. Ray (deceased). Colin M. Ingersoll, Jr., Boston, Mass. Lawson B. Bidwell, Boston, Mass. F. A. Farnham, Boston, Mass. James W. Perkins, Boston, Mass. Edgar K. Ray, Franklin, Mass. Edward G. Buckland, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,
F. A. FARNHAM,
C. M. INGERSOLL, JR.,
JAMES W. PERKINS,
LAWSON B. BIDWELL,
EDWARD G. BUCKLAND,
EDGAR K. RAY,
Directors.
EDWARD G. BUCKLAND,
Treasurer.

STATE OF RHODE ISLAND.

CITY AND COUNTY OF PROVIDENCE, ss. AUG. 2, 1900. Then personally appeared the above-named John M. Hall, C. M. Ingersoll, Jr., J. W. Perkins, L. B. Bidwell, E. G. Buckland, F. A. Farnum and Edgar K. Ray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. R. POTTER,
Notary Public.

RETURN

OF THE

· STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$27,172 00
Dividends received on stocks owned: 34 shares Stockbridge & Pittsfield Railroad Company,	204 00
GROSS INCOME,	\$27,376 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	401 88
NET DIVISIBLE INCOME,	\$26,974 12
Dividends declared (6 per cent),	26,922 00
Surplus for the year ending June 30, 1900,	\$52 12
Amount of surplus June 30, 1899,	9,979 36
TOTAL SURPLUS JUNE 30, 1900,	\$10,031 48

GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	
Cost of road,	Dr. \$448,700 00
Stock of Stockbridge & Pittsfield Railroad Company,	2,550 00
TOTAL PERMANENT INVESTMENTS,	\$451,250 00
Cash,	7,754 48
TOTAL,	\$459,004 48
LIABILITIES.	
Capital stock,	Dr. \$448,700 00
Current liabilities: dividends not called for,	273 00
Profit and Loss balance (surplus),	10,031 48
TOTAL,	\$459,004 48

CAPITAL STOCK.		
Capital stock authorized by law,	\$550,000 00	
Capital stock authorized by votes of company,	448,700 00	
Capital stock issued and outstanding,		\$448,700 00
Number of shares issued and outstanding,	4,487	
Number of stockholders,	219	
Number of stockholders in Massachusetts,	148	
Amount of stock held in Massachusetts,	\$303,000 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	22.020	22.020
Length of side track, etc.,	12.450	12.450
TOTAL LENGTH OF TRACK OWNED,	34.470	34.470

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
STOCKBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry W. Taft, *President*, Pittsfield, Mass. Daniel A. Kimball, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry W. Taft, Pittsfield, Mass. Ferdinand Hoffmann, Stockbridge, Mass.
John B. Hull, Stockbridge, Mass. William A. Seymour, Stockbridge, Mass.
Daniel A. Kimball, Stockbridge, Mass. William C. Spaulding, West Stock-
bridge, Mass. George H. Tucker, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WM. C. SPAULDING,
DANIEL A. KIMBALL,
W. A. SEYMOUR,
GEO. H. TUCKER,
Directors.
DANIEL A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. JULY 25, 1900. Then personally appeared the above-named Wm. C. Spaulding, Daniel A. Kimball, W. A. Seymour and Geo. H. Tucker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. E. EVANS,
Justice of the Peace.

RETURN

OF THE

STONY BROOK RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$21,500 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	355 69
NET DIVISIBLE INCOME,	\$21,144 31
Dividends declared (7 per cent),	21,000 00
Surplus for the year ending June 30, 1900,	\$144 31
Amount of surplus June 30, 1899,	550 78
TOTAL SURPLUS JUNE 30, 1900,	\$695 09
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$276,601 19
Lands in Massachusetts,	21,492 38
TOTAL PERMANENT INVESTMENTS,	\$298,093 57
Cash,	2,601 52
TOTAL,	\$300,695 09
LIABILITIES.	CR.
Capital stock,	\$300,000 00
Profit and Loss balance (surplus),	695 09
TOTAL,	\$300,695 09
CAPITAL STOCK.	
Capital stock authorized by law,	\$300,000 00
Capital stock authorized by votes of company,	300,000 00
Capital stock issued and outstanding,	\$300,000 00
Number of shares issued and outstanding,	3,000
Number of stockholders,	244
Number of stockholders in Massachusetts,	222
Amount of stock held in Massachusetts,	\$279,200 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	13.160	13.160
Length of side track, etc.,	5.400	5.400
TOTAL LENGTH OF TRACK OWNED,	18.560	18.560

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,

145 MERRIMACK STREET, LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George F. Richardson, *President*, Lowell, Mass. Jacob Rogers, *Treasurer*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Sewall G. Mack, Lowell, Mass. George F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. George S. Motley, Lowell, Mass. Alexander G. Cumnock, Lowell, Mass. Alphonzo S. Covell, Boston, Mass. Joseph Henry Read, Westford, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
HENRY R. REED,
J. S. RICKER,
JOSEPH H. WHITE,
WILLIAM WHITING,
C. M. PRATT,
WALTER HUNNEWELL,
A. W. SULLOWAY,
ALEX. COCHRANE,

Directors of the Boston & Maine Railroad.

AMOS BLANCHARD,

Treasurer of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 13, 1900. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry R. Reed, J. S. Ricker, Joseph H. White, William Whiting, C. M. Pratt, Walter Hunnewell, A. W. Sulloway, Alex. Cochrane and Amos Blanchard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. WETHERELL DRAPER,

Justice of the Peace.

RETURN

OF THE

UNION FREIGHT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$72,652 44
Operating expenses,	49,341 43
NET EARNINGS FROM OPERATION,	\$23,311 01
Dividends received on stocks owned: Union Freight Railroad Company,	715 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$24,026 01
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$3,211 42
Taxes,	2,343 81
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	5,555 23
NET DIVISIBLE INCOME,	\$18,470 78
Dividends declared during the year payable on June 30, 1900, 5½ per cent on \$300,000,	16,500 00
Surplus for the year ending June 30, 1900,	\$1,970 78
Amount of surplus June 30, 1899,	48,417 24
TOTAL SURPLUS JUNE 30, 1900,	\$50,388 02

EARNINGS FROM OPERATION.

DEPARTMENT OF SERVICE.	Gross Receipts.	Deductions.	Earnings.
Freight service:			
Gross receipts from freight,	\$72,785 56		
Deductions:			
Overcharge to shippers,		\$477 69	
TOTAL EARNINGS, FREIGHT SERVICE,			\$72,307 87
Other earnings from operation:			
Car mileage—balance,			344 57
GROSS EARNINGS FROM OPERATION,			\$72,652 44

EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers,	\$3,199 80
Salaries of clerks and attendants,	664 00
General office expenses and supplies,	44 00
TOTAL,	\$3,907 80
Maintenance of way and structures :	
Repairs of roadway,	\$14,021 15
Renewals of rails,	544 70
Repairs and renewals of buildings and fixtures,	269 74
TOTAL,	\$14,835 59
Maintenance of equipment : repairs and renewals of locomotives,	\$4,451 75
TOTAL,	\$4,451 75
Conducting transportation :	
Engine and roundhouse men,	\$6,616 55
Fuel for locomotives,	3,729 28
Water supply for locomotives,	169 20
Oil, tallow and waste for locomotives,	344 76
Train service,	11,220 25
Train supplies and expenses,	31 19
Watchmen,	1,194 60
Telegraph expenses,	117 25
Station service,	2,248 90
Station supplies,	120 15
Loss and damage,	78 60
Injuries to persons,	200 00
Stationery and printing,	75 56
TOTAL,	\$26,146 29
Recapitulation :	
General expenses,	\$3,907 80
Maintenance of way and structures,	14,835 59
Maintenance of equipment,	4,451 75
Conducting transportation,	26,146 29
TOTAL OPERATING EXPENSES,	\$49,341 43
Percentage of operating expenses to gross earnings,	67.91

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.		Dr.
Cost of road,		\$401,069 67
Cost of equipment,		14,000 00
Stock of Union Freight Railroad Company,		13,000 00
TOTAL PERMANENT INVESTMENTS,		\$428,069 67
Cash,	\$6,286 22	
Due from agents,	660 02	
TOTAL CASH AND CURRENT ASSETS,		6,946 24
Materials and supplies,		4,781 02
TOTAL,		\$439,796 93

LIABILITIES.		CR.
Capital stock,		\$300,000 00
Real estate mortgages,		88,500 00
Current liabilities: audited vouchers and accounts,		908 91
Profit and Loss balance (surplus),		50,388 02
TOTAL,		\$439,796 93

CAPITAL STOCK.		
Capital stock authorized by law,	\$500,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		\$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	3	
Number of stockholders in Massachusetts,	3	
Amount of stock held in Massachusetts,	\$300,000 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
	Per Cent.			
Real estate in Boston,	4	June 16, 1903,	\$88,500 00	\$3,540 00

VOLUME OF TRAFFIC, ETC.

Freight traffic:	
Number of tons of freight hauled earning revenue,	244,215
Number of tons of freight hauled one mile,	335,796
Number of tons of freight hauled one mile per mile of road operated,	133,187
Average length of haul per ton,	1.375 miles.
Average amount received for each ton of freight,	29.608 cents.
Average amount received per ton per mile hauled,	21.533 "
Freight earnings (gross) per mile of road operated,	\$29,756 32.000
Freight earnings (gross) per freight-train mile run,	3 47.100
Operating expenses:	
Operating expenses per mile of road operated,	20,305 12.000
Operating expenses per revenue-train mile run,	2 36.854
Train mileage:	
Miles run by freight trains,	20,832
Total train mileage,	20,832
Fares and freights:	
Average rate of freight per ton mile on local way-bill,	21.533 cents.
Employees:	
Average number of persons employed,	43

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 2.431	Miles. 2.431
Length of second track, . . . . .	.937	.937
Length of side track, etc.,	1.280	1.280
TOTAL LENGTH OF TRACK OWNED,	4.648	4.648
RAILROAD OPERATED.		
Length of main line,	2.431	2.431
Length of second track, . . . . .	.937	.937
Length of side track, etc.,	1.280	1.280
TOTAL LENGTH OF TRACK OPERATED,	4.648	4.648

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number Owned.	Maximum Weight.	Average Weight.
LOCOMOTIVES.			
Freight,	4	Lbs. 62,000	Lbs. 62,000

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	IN MASSACHUSETTS.						TOTAL ON ALL LINES OPERATED.	
	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	1	-	1	-	1
Other persons,	-	-	-	-	-	-	-	-
TOTALS, .	-	-	-	1	-	1	-	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Aug. 20. 1899. — Patrick Turley, flagman, received a compound fracture of forefinger on right hand and had back of hand bruised; while uncoupling a freight car, he was caught between the handle of the pin lifter and the head-block of the car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,

SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Colin M. Ingersoll, Jr., *President*, Boston, Mass. Austin W. Adams, *Treasurer and Clerk of Corporation*, Boston, Mass. George L. Winlock, *General Freight Agent*, Boston, Mass. Amasa H. Grovenor, *Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Colin M. Ingersoll, Jr., New Haven, Conn. Charles F. Choate, Southborough, Mass. Charles P. Clark, Boston, Mass. George A. Gardner, Boston, Mass. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. M. INGERSOLL, JR.,
CHARLES F. CHOATE,
JOSHUA M. SEARS,
GEO. A. GARDNER,
Directors.
AUSTIN W. ADAMS,
Treasurer.
A. H. GROVENOR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 27, 1900. Then personally appeared the above-named Joshua M. Sears, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, JOSHUA W. DAVIS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 31, 1900. Then personally appeared the above-named Charles F. Choate and George A. Gardner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, AUSTIN W. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 3, 1900. Then personally appeared the above-named Colin M. Ingersoll, Jr., Amasa H. Grovenor and Austin W. Adams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, HUGH H. BENTON,
Justice of the Peace.

RETURN

OF THE

VERMONT & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Fitchburg.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road,	\$194,580 00
Expenses and charges upon income accrued during the year:	
salaries and maintenance of organization,	3,000 00
NET DIVISIBLE INCOME,	\$191,580 00
Dividends declared (6 per cent),	\$191,580 00
Amount of surplus June 30, 1899,	\$172,424 97
TOTAL SURPLUS JUNE 30, 1900,	\$172,424 97

GENERAL BALANCE SHEET JUNE 30, 1900.

ASSETS.		Dr.
Cost of road,		\$3,288,328 01
Cost of equipment,		261,233 64
Lands in Massachusetts,		48,720 46
Turner's Falls Branch,		145,300 63
Improvements by Fitchburg R.R. Co. since January 1, 1874, .		2,507,005 94
TOTAL PERMANENT INVESTMENTS,		\$6,250,588 68
Cash,	\$8,955 50	
Other cash assets: City Institution for Savings in Lowell,	269 53	
TOTAL CASH AND CURRENT ASSETS,		9,225 03
TOTAL,		\$6,259,813 71
LIABILITIES.		Cr.
Capital stock,		\$3,193,000 00
Funded debt,		1,000,000 00

Current liabilities :		
Dividends not called for,	\$8,955 50	
Miscellaneous current liabilities : Fitchburg R.R. Co. on account of improvements on Vermont & Massachusetts R.R.,	1,885,433 24	
TOTAL CURRENT LIABILITIES,		\$1,894,388 74
Profit and Loss balance (surplus),		172,424 97
TOTAL,		\$6,259,813 71

CAPITAL STOCK.

Capital stock authorized by law,	\$4,700,000 00	
Capital stock authorized by votes of company,	3,193,000 00	
Capital stock issued and outstanding,		\$3,193,000 00
Number of shares issued and outstanding,	31,930	
Number of stockholders,	1,311	
Number of stockholders in Massachusetts,	1,137	
Amount of stock held in Massachusetts,	\$2,948,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Plain bonds,	Per Cent. 5	May 1, 1903, . .	\$1,000,000 00	\$50,000 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 56.000	Miles. 56.000
Length of branch line,	2.800	2.800
TOTAL LENGTH OF LINE OWNED,	58.800	58.800
Length of second track,	56.000	56.000
Length of side track, etc.,	41.600	41.600
TOTAL LENGTH OF TRACK OWNED,	156.400	156.400

CORPORATE NAME AND ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,
TREASURER'S OFFICE, 53 DEVONSHIRE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Ware, *President*, Fitchburg, Mass. Franklin N. Poor, *Treasurer*,
Boston, Mass. B. D. Locke, *Clerk of Corporation*, Arlington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis Goodhue, Brattleboro, Vt. Edward L. Davis, Worcester, Mass. Alvah Crocker, Fitchburg, Mass. Charles A. Welch, Cohasset, Mass. George F. Richardson, Lowell, Mass. Charles E. Ware, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDMUND D. CODMAN,
RODNEY WALLACE,
CHARLES T. CROCKER,
JOSEPH B. RUSSELL,
MOSES WILLIAMS,
B. N. BULLOCK,
CHARLES LOWELL,

Directors of the Fitchburg Railroad.

DAN. A. GLEASON,

Treasurer of the Fitchburg Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 17, 1900. Then personally appeared the above-named Edmund D. Codman and D. A. Gleason, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K A. CARR,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 22, 1900. Then personally appeared the above-named Rodney Wallace, Charles T. Crocker, Joseph B. Russell, Moses Williams, B. N. Bullock and Charles Lowell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. E. WARE,

Justice of the Peace.

RETURN

OF THE

WARE RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Albany.]

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road,		\$52,500 00
Dividends declared (7 per cent),		\$52,500 00
GENERAL BALANCE SHEET JUNE 30, 1900.		
ASSETS.		DR.
Cost of road,		\$1,115,163 82
TOTAL,		\$1,115,163 82
LIABILITIES.		CR.
Capital stock,		\$750,000 00
Current liabilities,		365,163 82
TOTAL,		\$1,115,163 82
CAPITAL STOCK.		
Capital stock authorized by law,	\$1,000,000 00	
Capital stock authorized by votes of company,	750,000 00	
Capital stock issued and outstanding,		\$750,000 00
Number of shares issued and outstanding,	7,500	
Number of stockholders,	152	
Number of stockholders in Massachusetts,	145	
Amount of stock held in Massachusetts,	\$611,200 00	

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
Length of main line,	Miles. 49.350	Miles. 49.350
Length of side track, etc.,	7.120	7.120
TOTAL LENGTH OF TRACK OWNED,	56.470	56.470

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Boston, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass. Edgar W. Long, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Rumrill, Springfield, Mass. Henry B. Chapin, Boston, Mass. Charles S. Sargent, Brookline, Mass. Charles E. Stevens, Ware, Mass. Frederick H. Gillett, Springfield, Mass. Chester W. Bliss, Springfield, Mass. Frank H. Ratcliffe, Newton Centre, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES S. SARGENT,
HENRY B. CHAPIN,
FRANK H. RATCLIFFE,
CHESTER W. BLISS,

Directors.

FRANK H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. AUG. 7, 1900. Then personally appeared the above-named Charles S. Sargent, Henry B. Chapin and Frank H. Ratcliffe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. P. FURBER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. AUG. 10, 1900. Then personally appeared Chester W. Bliss, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

E. DUDLEY CHAPIN,
Justice of the Peace.

RETURN

OF THE

WEST STOCKBRIDGE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$1,800 00
Dividends declared ($4\frac{1}{2}$ + per cent),	1,804 41
Deficit for the year ending June 30, 1900,	\$4 41
Amount of surplus June 30, 1899,	454 41
TOTAL SURPLUS JUNE 30, 1900,	\$450 00
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	
	Dr.
Cost of road,	\$39,600 00
Due from solvent companies and individuals (rental accrued, not yet due),	450 00
TOTAL,	\$40,050 00
LIABILITIES.	
	Cr.
Capital stock,	\$39,600 00
Profit and Loss balance (surplus),	450 00
TOTAL,	\$40,050 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$75,000 00
Capital stock authorized by votes of company,	39,600 00
Capital stock issued and outstanding,	\$39,600 00
Number of shares issued and outstanding,	396
Number of stockholders,	6

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	2.640	2.640
Length of side track, etc., . . . . .	.890	.890
TOTAL LENGTH OF TRACK OWNED,	3.530	3.530

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST STOCKBRIDGE RAILROAD CORPORATION,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. H. M. Kochersperger, *Treasurer and Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John M. Hall, New Haven, Conn. Wm. L. Squire, New Haven, Conn.
C. H. Platt, New Haven, Conn. H. M. Kochersperger, New Haven, Conn.
Wm. E. Barnett, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. H. PLATT,
H. M. KOCHERSPERGER,
WM. L. SQUIRE,
WM. E. BARNETT,
Directors.
H. M. KOCHERSPERGER,
Treasurer.
C. H. PLATT,
General Superintendent.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, ss. SEPT. 6, 1900. Then personally appeared the above-named C. H. Platt, H. M. Kochersperger, W. L. Squire and W. E. Barnett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. S. MAY,
Notary Public.

RETURN

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1900.

[Leased to and operated by the Boston & Maine.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road,	\$250,000 00
Income from other sources: interest on bank account,	25 53
GROSS INCOME,	\$250,025 53
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$2,464 38
Interest on funded debt,	71,040 00
Interest and discount on unfunded debts and loans,	3,481 17
TOTAL EXPENSES AND CHARGES UPON INCOME,	76,985 55
NET DIVISIBLE INCOME,	\$173,039 98
Dividends declared (4 per cent on 30,644 shares),	122,576 00
Surplus for the year ending June 30, 1900,	\$50,463 98
Amount of deficit June 30, 1899,	394,565 36
TOTAL DEFICIT JUNE 30, 1900,	\$344,101 38
GENERAL BALANCE SHEET JUNE 30, 1900.	
ASSETS.	DR.
Cost of road,	\$4,138,584 99
Cost of equipment,	415,336 03
TOTAL PERMANENT INVESTMENTS,	\$4,553,921 02
Cash,	\$56,237 60
Worcester, Nashua & Rochester R.R. stock,	35,400 00
TOTAL CASH AND CURRENT ASSETS,	91,637 60
Profit and Loss balance (deficit),	344,101 38
TOTAL,	\$4,989,660 00

LIABILITIES.		CR.	
Capital stock,			\$3,099,800 00
Funded debt,			1,776,000 00
Current liabilities:			
Loans and notes payable,	\$82,000 00		
Matured interest coupons unpaid (including coupons due July 1),	28,060 00		
TOTAL CURRENT LIABILITIES,			110,060 00
Accrued liabilities: interest accrued and not yet due, . . .			3,800 00
TOTAL,			\$4,989,660 00

CAPITAL STOCK.			
Capital stock authorized by law,	\$3,600,000 00		
Capital stock authorized by votes of company,	3,099,800 00		
Capital stock issued and outstanding,			\$3,099,800 00
Number of shares issued and outstanding,	30,998		
Number of stockholders,	815		
Number of stockholders in Massachusetts,	565		
Amount of stock held in Massachusetts,	\$886,700 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	4	Jan. 1, 1906,	\$150,000 00	\$3,000 00
First mortgage bonds,	4	Jan. 1, 1913,	511,000 00	10,220 00
First mortgage bonds,	4	Jan. 1, 1930,	735,000 00	14,560 00
First mortgage bonds,	4	Oct. 1, 1934,	380,000 00	11,400 00
TOTALS,			\$1,776,000 00	\$39,180 00

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

RAILROAD OWNED.	Total.	In Massa- chusetts.
	Miles.	Miles.
Length of main line,	94.480	39.460
Length of second track,	18.130	18.130
Length of side track, etc.,	44.120	26.030
TOTAL LENGTH OF TRACK OWNED,	156.730	83.620

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George G. Haven, *President*, 32 Nassau Street, New York, N. Y. Charles H. Bowen, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. Elijah B. Stoddard, *General Counsel*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George G. Haven, New York, N. Y. James N. Jarvie, New York, N. Y. Adrian Iselin, Jr., New York, N. Y. William J. Sewall, Camden, N. J. Frederic Cromwell, New York, N. Y. Elijah B. Stoddard, Worcester, Mass. George W. Armstrong, Brookline, Mass. Albert Wallace, Rochester, N. H. Nathaniel Thayer, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

G. G. HAVEN,
JAMES N. JARVIE,
ADRIAN ISELIN, JR.,
ALBERT WALLACE,
E. B. STODDARD,
Directors.

CHARLES H. BOWEN,
Treasurer.

STATE OF NEW YORK.

COUNTY OF NEW YORK, ss. AUG. 21, 1900. Then personally appeared the above-named G. G. Haven, James N. Jarvie and Adrian Iselin, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MARTIN EICHE,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 25, 1900. Then personally appeared the above-named Albert Wallace and E. B. Stoddard, directors, and Charles H. Bowen, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENJAMIN J. BARRON,
Notary Public.

The undersigned, commissioner of Worcester & Nashua Railroad Company for the Commonwealth of Massachusetts, having this day examined the report of the president and directors of said company for the year 1899-1900, believes it to be correct, and hereby approves the same.

JOHN J. PUTNAM.

WORCESTER, Aug. 29, 1900.

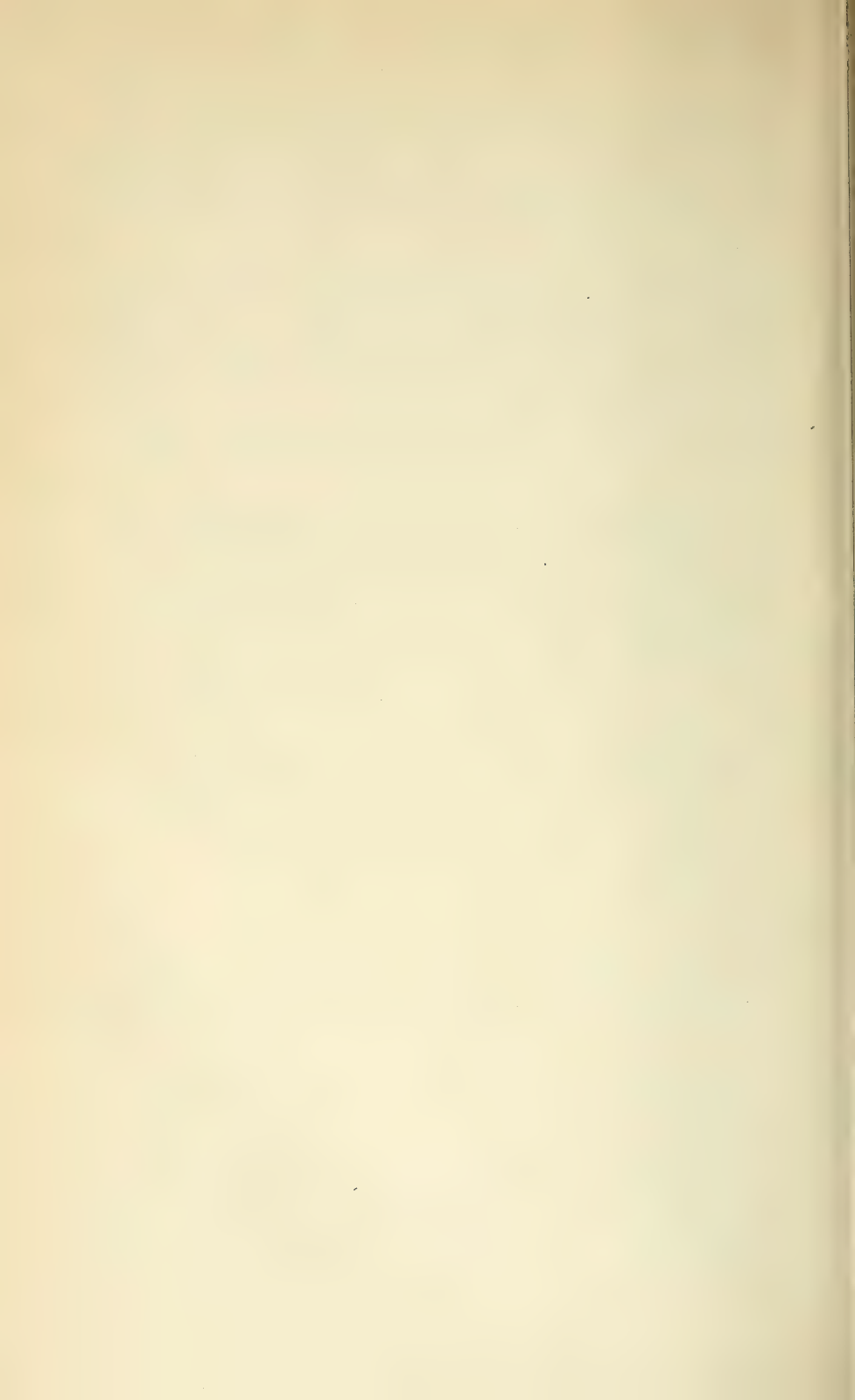
The undersigned, commissioner of the Commonwealth of Massachusetts for the Worcester & Nashua Railroad Company, on the above-named date examined the accounts of said company for the year aforesaid, so far as to determine what proportion of the receipts and expenditures pertained to that part of the road lying in Massachusetts, and what proportion to the part lying in New Hampshire, with the following result:—

Total cost of road and equipment (94.480 miles),	\$4,553,921 02
Cost of road, with equipment, lying in New Hampshire,	2,285,337 74
Cost of road, with equipment, lying in Massachusetts,	2,268,583 28
Total income of road for the year ending June 30, 1900,	250,000 00
Income from other sources,	25 53
Expended for salaries and maintenance of organization,	2,464 38
Interest paid on funded debt,	71,040 90
Interest paid on unfunded debt,	3,481 17
Net income of entire road,	173,039 98

The road being under lease to the Boston & Maine Railroad, no account is here taken of the cost of permanent improvements, or the expenditures and receipts connected with its operation by that company.

An equal apportionment is hereby made of income and expenses to the parts of the road lying in Massachusetts and New Hampshire, respectively, on the basis of the nearly equal cost of the separate portions, the inconsiderable difference being \$16,754.46.

JOHN J. PUTNAM,
Commissioner.



PART V.

STREET RAILWAY
REPORTS

FOR THE

YEAR ENDING SEPTEMBER 30, 1900.

[AS CORRECTED BY THE BOARD.]



REPORT

OF THE

AMESBURY & HAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to the Exeter, Hampton & Amesbury of N. H. from July 1, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,029 90
Operating expenses,	3,640 36
NET EARNINGS FROM OPERATION,	\$389 54
Miscellaneous income: rental received from lease of railway,	1,125 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,514 54
Charges upon income accrued during the year: interest on funded debt,	2,500 00
Deficit for the year ending September 30, 1900,	\$985 46
Amount of surplus September 30, 1899,	2,020 41
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$1,034 95
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$4,029 90
GROSS EARNINGS FROM OPERATION,	\$4,029 90
EXPENSES OF OPERATION.	
General expenses: insurance,	\$467 18
Maintenance of roadway and buildings:	
Repair of roadbed and track,	66 33
Removal of snow and ice,	30 69
Transportation expenses:	
Cost of electric motive power,	1,129 24
Wages and compensation of persons employed in conduct- ing transportation,	1,946 92
TOTAL OPERATING EXPENSES,	\$3,640 36
PROPERTY ACCOUNTS.	
Additions to railway:	
Extension of tracks,	\$78 67
New electric line construction,	3,052 18
TOTAL ADDITIONS TO RAILWAY,	\$3,130 85
Additions to equipment: additional cars and electric equip- ment of same,	1,997 28
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$5,128 13

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$55,661	23
Electric line construction, including poles, wiring, feeder lines, etc.,	12,664	36
Engineering and other expenses incident to construction,	1,941	23
TOTAL COST OF RAILWAY OWNED,		\$70,266 82
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		
		27,385 36
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,275	00
Buildings necessary for operation of railway,	8,485	34
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,760 34
TOTAL PERMANENT INVESTMENTS,		\$107,412 52
Cash and current assets: cash,		400 90
TOTAL,		\$107,813 42
LIABILITIES.		CR.
Capital stock,		
		\$50,000 00
Funded debt,		
		50,000 00
Current liabilities:		
Loans and notes payable,	\$6,653	47
Audited vouchers and accounts,	125	00
TOTAL CURRENT LIABILITIES,		6,778 47
Profit and Loss balance (surplus),		1,034 95
TOTAL,		\$107,813 42
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000	00
Capital stock authorized by votes of company,	50,000	00
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	\$49,900	00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Oct. 1, 1919, .	\$50,000 00	\$2,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	81,394
Number carried per mile of main railway track operated, .	18,798
Number of round trips run,	4,033
Number of car miles run,	32,264
Average number of persons employed,	7

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Tenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	2	2	2	4
Open passenger cars,	9	9	-	18
TOTAL,	11	11	2	22
Snow ploughs,	1	-	-	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.330 miles.
Length of sidings, switches, etc., . . . . .	.280 "
Total, computed as single track,	4.610 "

System of electric motive power in use by the company : Lorain Steel Company.
Names of the several cities and towns in which the railways operated by the
company are located : Salisbury and Amesbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMESBURY & HAMPTON STREET RAILWAY COMPANY,
60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wallace D. Lovell, *President*, 60 State Street, Boston, Mass. Edwin L. Pride, *Treasurer*, 60 State Street, Boston, Mass. Henry F. Carey, *Clerk of Corporation*, Amesbury, Mass. Storey, Thorndike & Palmer, *General Counsel*, 53 State Street, Boston, Mass. Charles E. Stanwood, *Auditor*, Needham, Mass. Albert E. McReel, *General Manager and Superintendent*, Exeter, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Richard E. Briggs, Amesbury, Mass. Edward R. Briggs, Amesbury, Mass. Henry F. Carey, Amesbury, Mass. Wallace D. Lovell, West Newton, Mass. Edwin L. Pride, Somerville, Mass. Albert E. McReel, Exeter, N. H.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALLACE D. LOVELL,
ALBERT E. McREEL,
HENRY F. CAREY,
RICHARD E. BRIGGS,
EDWIN L. PRIDE,
EDWIN L. PRIDE,
ALBERT E. McREEL,

Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 28, 1900. Then personally appeared the above-named Wallace D. Lovell, Albert E. McReel, Henry F. Carey, Richard E. Briggs and Edwin L. Pride, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. OBER,
Notary Public.

REPORT

OF THE

AMHERST & SUNDERLAND STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$10,688 30
Operating expenses,	8,412 95
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,275 35
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,110 00
Taxes, State and local,	297 31
Other deductions from income: expense of maintaining Riverside Park,	202 32
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,609 63
NET DIVISIBLE INCOME,	\$665 72
Dividends declared (2 per cent),	440 00
Surplus for the year ending September 30, 1900,	\$225 72
Amount of deficit September 30, 1899,	2,738 14
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$2,512 42
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$10,400 30
Receipts from carriage of mails,	200 00
Receipts from advertising in cars,	88 00
GROSS EARNINGS FROM OPERATION,	\$10,688 30
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$899 60
General office expenses and supplies,	47 94
Insurance,	160 63
Other general expenses,	24 85
Maintenance of roadway and buildings:	
Repair of roadbed and track,	215 63
Repair of electric line construction,	6 11
Removal of snow and ice,	69 70

Maintenance of equipment:		
Repair of cars and other vehicles,		\$166 22
Repair of electric equipment of cars,		138 77
Transportation expenses:		
Cost of electric motive power,		3,365 26
Wages and compensation of persons employed in conducting transportation,		3,116 55
Other transportation expenses: incidental expense, grease, waste, etc., and labor for cars,		201 69
TOTAL OPERATING EXPENSES,		\$8,412 95
<hr/>		
PROPERTY ACCOUNTS.		
Additions to railway: extension of tracks,		\$30 00
Additions to land and buildings: new electric power stations, including machinery, etc.,		17 94
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$47 94
<hr/>		
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$22,634 37	
Electric line construction, including poles, wiring, feeder lines, etc.,	5,086 06	
Engineering and other expenses incident to construction,	359 08	
TOTAL COST OF RAILWAY OWNED,		\$28,079 51
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$4,717 23	
Electric equipment of same,	3,587 69	
Other items of equipment: sundry equipment,	268 31	
TOTAL COST OF EQUIPMENT OWNED,		8,573 23
Cost of land and buildings:		
Electric power stations, including equipment,	\$5,249 60	
Other buildings necessary for operation of railway,	837 64	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,087 24
TOTAL PERMANENT INVESTMENTS,		\$42,739 98
Cash and current assets:		
Cash,	\$593 15	
Bills and accounts receivable,	120 00	
TOTAL CASH AND CURRENT ASSETS,		713 15
Miscellaneous assets: materials and supplies,		634 36
Profit and Loss balance (deficit),		2,512 42
TOTAL,		\$46,599 91

LIABILITIES.		Cr.
Capital stock,		\$22,000 00
Funded debt,		21,500 00
Current liabilities:		
Loans and notes payable,	\$2,500 00	
Audited vouchers and accounts,	599 91	
TOTAL CURRENT LIABILITIES,		3,099 91
TOTAL,		\$46,599 91
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	22,000 00	
Capital stock issued and outstanding,		\$22,000 00
Number of shares issued and outstanding,	220	
Number of stockholders,	58	
Number of stockholders in Massachusetts,	58	
Amount of stock held in Massachusetts,	\$22,000 00	

FUNDED DEBT.

\$21,500 first mortgage 5 per cent bonds issued and used as collateral for a note of equal amount.

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	208,732
Number carried per mile of main railway track operated, .	47,951
Number of round trips run,	8,553
Number of car miles run,	65,864
Average number of persons employed,	9

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	2	2	4
Open passenger cars,	2	-	4
TOTAL,	4	2	8
Snow ploughs,	1	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.353 miles.
Length of sidings, switches, etc., . . . . .	.125 "
Total, computed as single track,	4.478 "

System of electric motive power in use by the company: Westinghouse Electric Manufacturing Company.

Names of the several cities and towns in which the railways operated by the company are located: Amherst.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New London Northern Division, Central Vermont Railroad, .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	1	-	2
Employees,	-	1	-	-	-	1
Other persons,	-	-	-	-	-	-
TOTALS,	-	2	-	1	-	3

STATEMENT OF EACH ACCIDENT.

Woman, frightened by flash of lightning, jumped from car; sprained ankle. Woman, boarding a car, was thrown and wrist sprained; cause, rear-end collision.

Motorman, on car standing, had thumb dislocated by people surging against him when above collision occurred.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMHERST & SUNDERLAND STREET RAILWAY COMPANY,
AMHERST, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter D. Cowls, *President*, North Amherst, Mass. Mason A. Dickinson, *Vice-President and Treasurer*, Amherst, Mass. Charles H. Edwards, *Clerk of Corporation*, Amherst, Mass. Louis N. Wheelock, *Superintendent*, Amherst, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter D. Cowls, North Amherst, Mass. Mason A. Dickinson, Amherst, Mass. Frank A. Cadwell, Amherst, Mass. Henry B. Edwards, Amherst, Mass. Levi Stockbridge, Amherst, Mass. Theodore L. Paige, Amherst, Mass. George E. Fisher, Amherst, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALTER D. COWLS,
MASON A. DICKINSON,
FRANK A. CADWELL,
THEODORE L. PAIGE,
HENRY B. EDWARDS,
GEORGE E. FISHER,

Directors.

MASON A. DICKINSON,

Treasurer.

LOUIS N. WHEELOCK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. AMHERST, Oct. 9, 1900. Then personally appeared the above-named Walter D. Cowls, Mason A. Dickinson, Frank A. Cadwell, Theodore L. Paige and Henry B. Edwards, directors, Mason A. Dickinson, treasurer, and Louis N. Wheelock, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

C. H. EDWARDS,

Justice of the Peace.

REPORT

OF THE

ATHOL & ORANGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$33,365 95
Operating expenses,	21,929 29
GROSS INCOME ABOVE OPERATING EXPENSES,	\$11,436 66
Charges upon income accrued during the year :	
Interest on funded debt,	\$3,000 00
Interest and discount on unfunded debts and loans,	135 45
Taxes, State and local,	1,168 99
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,304 44
NET DIVISIBLE INCOME,	\$7,132 22
Dividends declared (8 per cent),	4,800 00
Surplus for the year ending September 30, 1900,	\$2,332 22
Amount of surplus September 30, 1899,	18,917 55
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$21,249 77
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$33,325 95
Receipts from advertising in cars,	40 00
GROSS EARNINGS FROM OPERATION,	\$33,365 95
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$1,922 65
General office expenses and supplies,	890 88
Insurance,	1,544 90
Other general expenses: amusements,	2,896 00
Maintenance of roadway and buildings :	
Repair of roadbed and track,	720 90
Repair of electric line construction,	158 37
Removal of snow and ice,	230 22

Maintenance of equipment:	
Repair of cars and other vehicles,	\$1,215 37
Repair of electric equipment of cars,	1,195 56
Transportation expenses:	
Cost of electric motive power,	4,334 06
Wages and compensation of persons employed in conducting transportation,	6,597 64
Other transportation expenses: fuel, oil, etc.,	222 74
TOTAL OPERATING EXPENSES,	\$21,929 29

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$70,609 58	
Electric line construction, including poles, wiring, feeder lines, etc.,	17,893 46	
Engineering and other expenses incident to construction,	6,020 57	
TOTAL COST OF RAILWAY OWNED,		\$94,523 61
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$15,811 24	
Electric equipment of same,	12,430 07	
Other items of equipment: extra generators,	4,641 74	
TOTAL COST OF EQUIPMENT OWNED,		32,883 05
Cost of land and buildings: land necessary for operation of railway,		
		9,196 62
Other permanent property: tenement,		1,000 00
TOTAL PERMANENT INVESTMENTS,		\$137,603 28
Cash and current assets: cash,		
		3,646 49
Miscellaneous assets: materials and supplies,		750 00
TOTAL,		\$141,999 77

LIABILITIES.		Cr.
Capital stock,		
		\$60,000 00
Funded debt,		60,000 00
Accrued liabilities: interest accrued and not yet due,		750 00
Profit and Loss balance (surplus),		21,249 77
TOTAL,		\$141,999 77

CAPITAL STOCK.

Capital stock authorized by law,	\$74,500 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$59,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	Jan. 1, 1915, .	\$60,000 00	\$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	682,783
Number carried per mile of main railway track operated, .	99,242
Number of round trips run,	10,359
Number of car miles run,	134,671
Average number of persons employed,	16

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	5	5	10
Open passenger cars,	5	-	10
TOTAL,	10	5	20
Snow ploughs,	1	-	2

MISCELLANEOUS EQUIPMENT.

Highway vehicles: trolley wagon,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.880 miles.
Length of sidings, switches, etc., . . . . .	.440 "
Total, computed as single track,	7.320 "

System of electric motive power in use by the company: overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Athol and Orange.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Man fell from car and injured his foot.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATHOL & ORANGE STREET RAILWAY COMPANY,
ATHOL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Geo. D. Bates, *President*, Athol, Mass. Albert N. Ellis, *Treasurer*, Athol, Mass. Wm. D. Luey, *Clerk of Corporation*, Athol, Mass. Warren M. King, *Auditor*, Athol, Mass. Wilson D. Smith, *General Manager*, Athol, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George D. Bates, Athol, Mass. William D. Luey, Athol, Mass. Arthur F. Tyler, Athol, Mass. Wilson D. Smith, Athol, Mass. Hollis M. Slate, Athol, Mass. John W. Wheeler, Orange, Mass. Warren M. King, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. D. BATES,
ARTHUR F. TYLER,
WILSON D. SMITH,
HOLLIS M. SLATE,
WILLIAM D. LUEY,
Directors.
WILSON D. SMITH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 15, 1900. Then personally appeared the above-named Geo. D. Bates, Arthur F. Tyler, Wilson D. Smith, Hollis M. Slate and William D. Luey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PARKE B. SWIFT,
Justice of the Peace.

REPORT

OF THE

BEVERLY & DANVERS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,678 75
Operating expenses,	5,074 15
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,604 60
Charges upon income accrued during the year :	
Interest on funded debt,	\$2,400 00
Taxes, State and local,	\$55 84
Taxes, commutation,	76 79
	132 63
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	2,532 63
Surplus for the year ending September 30, 1900, . . .	\$71 97
Amount of deficit September 30, 1899,	6,579 36
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$6,507 39
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$7,678 75
GROSS EARNINGS FROM OPERATION,	\$7,678 75
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$54 27
General office expenses and supplies,	60 40
Legal expenses,	5 83
Insurance,	368 97
Other general expenses: miscellaneous general expense, \$85.69; internal revenue tax, \$0.60,	86 29
Maintenance of roadway and buildings :	
Repair of roadbed and track,	91 16
Repair of electric line construction,	3 83
Removal of snow and ice,	30 68
Maintenance of equipment: repair of cars and other vehicles,	34 13

Transportation expenses:	
Cost of electric motive power,	\$1,059 02
Wages and compensation of persons employed in conducting transportation,	2,438 84
Tolls for trackage over other railways,	533 21
Other transportation expenses: car service supplies, \$5.52; miscellaneous car service expenses, \$299.62; cleaning, oiling and sanding track, \$2.38,	307 52
TOTAL OPERATING EXPENSES,	\$5,074 15

PROPERTY ACCOUNTS.

Additions to railway: reconstruction,	\$17,930 90
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$17,930 90

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$20,402 41	
Electric line construction, including poles, wiring, feeder lines, etc.,	2,168 87	
Interest accrued during construction of railway,	1,135 99	
Engineering and other expenses incident to construction,	357 67	
Other items of railway cost: reconstruction,	17,930 90	
TOTAL COST OF RAILWAY OWNED,	\$41,995 84	
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,	3,854 34	
Cost of land and buildings:		
Land necessary for operation of railway,	\$777 00	
Buildings necessary for operation of railway,	2,202 22	
TOTAL COST OF LAND AND BUILDINGS OWNED,	2,979 22	
TOTAL PERMANENT INVESTMENTS,	\$48,829 40	
Cash and current assets:		
Cash,	\$1,634 97	
Bills and accounts receivable,	42 79	
Other cash and current assets:		
Prepaid taxes,	12 46	
Fire insurance premiums,	66 63	
TOTAL CASH AND CURRENT ASSETS,	1,756 85	
Profit and Loss balance (deficit),	6,507 39	
TOTAL,	\$57,093 64	
LIABILITIES.		Cr.
Capital stock,	\$12,000 00	
Coupon notes,	40,000 00	

Current liabilities :		
Audited vouchers and accounts,	\$4,380 40	
Miscellaneous current liabilities : tickets out- standing,	36 45	
TOTAL CURRENT LIABILITIES,		\$4,416 85
Accrued liabilities :		
Interest accrued and not yet due,	\$600 00	
Taxes accrued and not yet due,	76 79	
TOTAL ACCRUED LIABILITIES,		676 79
TOTAL,		\$57,093 64
CAPITAL STOCK.		
Capital stock authorized by law,	\$25,000 00	
Capital stock authorized by votes of company,	25,000 00	
Capital stock issued and outstanding,		\$12,000 00
Number of shares issued and outstanding,	120	
Number of stockholders,	20	
Number of stockholders in Massachusetts,	20	
Amount of stock held in Massachusetts,	\$12,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon notes,	Per Cent. 6	Dec. 30, 1900,	\$40,000 00	\$2,400 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	153,597
Number carried per mile of main railway track operated, . .	35,204
Number of round trips run,	6,216
Number of car miles run,	52,953
Average number of persons employed,	4

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	1	1	1	2
Open passenger cars,	1	1	-	2
TOTAL,	2	2	1	4
Snow ploughs,	1	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
Length of railway line,	Miles. 3.095	Miles. 1.268	Miles. 4.363
Length of sidings, switches, etc., . . . . .	.074	-	.074
TOTAL, COMPUTED AS SINGLE TRACK,	3.169	1.268	4.437

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the
company are located : Beverly and Danvers.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz. :		
With Boston & Maine Railroad, Elliott Street, Beverly,	2	1
With Boston & Maine Railroad (Gloucester Branch),	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	1	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	2	-	1	-	3

STATEMENT OF EACH ACCIDENT.

April 25, 1900. — Slight rear-end collision of cars ; two persons shaken up.
June 19. — Woman hurt by getting off a moving car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BEVERLY & DANVERS STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President and General Manager*, 14 Kilby Street, Boston, Mass. Bentley W. Warren, *Vice-President*, 31 State Street, Boston, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Bentley W. Warren, Boston, Mass. Charles Williams, Wakefield, Mass. J. S. Baker, Beverly, Mass. Gilbert A. Tapley, Danvers, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,
CHARLES WILLIAMS,
BENTLEY W. WARREN,
Directors.
CHARLES WILLIAMS,
Treasurer.
ELWIN C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1900. Then personally appeared the above-named Elwin C. Foster, Bentley W. Warren and Chas. Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

BLUE HILL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation November 3, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$14,535 93
Operating expenses,	21,244 67
GROSS DEFICIT ABOVE OPERATING EXPENSES, . . .	\$6,708 74
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$569 17
Taxes, State and local, \$547 14	
Taxes, commutation, 145 36	
	692 50
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	1,261 67
Deficit for the year ending September 30, 1900, . . .	\$7,970 41
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$7,970 41
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$14,510 93
Receipts from advertising in cars,	25 00
GROSS EARNINGS FROM OPERATION,	\$14,535 93
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$743 51
General office expenses and supplies,	74 85
Legal expenses,	171 83
Insurance,	274 17
Other general expenses : directors' fees, travelling expenses, etc.,	455 75
Maintenance of roadway and buildings :	
Repair of roadbed and track,	8 70
Repair of electric line construction,	3 40
Removal of snow and ice,	52 56
Repair of buildings,	1 22

Maintenance of equipment:	
Repair of cars and other vehicles,	\$506 51
Repair of electric equipment of cars,	1,326 00
Transportation expenses:	
Cost of electric motive power,	9,721 30
Wages and compensation of persons employed in conducting transportation,	6,464 95
Damages for injuries to persons and property,	172 23
Other transportation expenses:	
Car house expenses,	352 45
Supplies for cars, including lubricants and waste, . .	915 24
TOTAL OPERATING EXPENSES,	\$21,244 67

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 35,877 feet),	\$26,731 98
New electric line construction (length, 59,637 feet),	17,107 88
TOTAL ADDITIONS TO RAILWAY,	\$43,839 86
Additions to equipment:	
Additional cars (11 in number),	\$14,756 23
Electric equipment of same,	13,740 26
Other additions to equipment: tools and instruments,	70 66
TOTAL ADDITIONS TO EQUIPMENT,	28,567 15
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$2,000 00
New electric power stations, including machinery, etc.,	46,587 07
Other new buildings necessary for operation of railway,	4,645 05
TOTAL ADDITIONS TO LAND AND BUILDINGS,	53,232 12
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$125,639 13

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$76,731 98	
Electric line construction, including poles, wiring, feeder lines, etc.,	17,107 88	
TOTAL COST OF RAILWAY OWNED,		\$93,839 86
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$14,756 23	
Electric equipment of same,	13,740 26	
Other items of equipment: tools and instruments,	70 66	
TOTAL COST OF EQUIPMENT OWNED,		28,567 15

Cost of land and buildings :

Land necessary for operation of railway, . .	\$2,000 00
Electric power stations, including equipment, . .	46,587 07
Other buildings necessary for operation of railway,	4,645 05

TOTAL COST OF LAND AND BUILDINGS OWNED, . .	\$53,232 12
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TOTAL PERMANENT INVESTMENTS,	\$175,639 13
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Cash and current assets :

Cash,	\$1,963 87
Bills and accounts receivable,	318 68

TOTAL CASH AND CURRENT ASSETS,	2,282 55
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Miscellaneous assets :

Materials and supplies,	\$2,543 71
Other assets and property : unexpired insurance,	445 58

TOTAL MISCELLANEOUS ASSETS,	2,989 29
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Profit and Loss balance (deficit),	7,970 41
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TOTAL,	\$188,881 38
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LIABILITIES.

Cr.

Capital stock,	\$150,000 00
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Current liabilities :

Loans and notes payable,	\$23,000 00
Audited vouchers and accounts,	15,410 92
Salaries and wages,	325 10

TOTAL CURRENT LIABILITIES,	38,736 02
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Accrued liabilities : taxes accrued and not yet due,	145 36
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TOTAL,	\$188,881 38
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CAPITAL STOCK.

Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Amount paid in on 1,500 shares not yet issued,		\$150,000 00
Number of stockholders,	24	
Number of stockholders in Massachusetts,	24	
Amount of stock held in Massachusetts,	\$150,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	286,981
Number carried per mile of main railway track operated,	30,356
Number of round trips run,	16,366
Number of car miles run,	130,414
Average number of persons employed,	21
Commenced operation November 3, 1899.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	9	9	9	28
Open passenger cars,	1	1	-	2
TOTAL,	10	10	9	30
Other cars: experimental,	1	-	-	2
Snow ploughs,	1	-	-	2

MISCELLANEOUS EQUIPMENT.

Highway vehicles: trolley wagon,	1
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RAILWAY OWNED.

Length of railway line,	10.666 miles.
Length of sidings, switches, etc.,629 "
Total, computed as single track,	11.295 "

RAILWAY OPERATED (BY ELECTRIC POWER ONLY).

Length of railway line,	9.454 miles.
Length of sidings, switches, etc., . . . . .	.629 "
Total, computed as single track,	10.083 "

System of electric motive power in use by the company: General Electric; overhead.

Names of the several cities and towns in which the railways operated by the company are located: Stoughton and Canton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	3	-	4
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	1	-	5	-	6

STATEMENT OF EACH ACCIDENT.

Nov. 13, 1899. — Car struck loaded team; man in car shaken up.

November 28. — Intoxicated man, lying on track, struck by car; foot crushed.

Jan. 21, 1900. — Man pushed through glass in door; head slightly cut.

June 13. — Man fell from slowly moving car; slight injuries.

July 28. — Man stepped off car at rest; slight injury.

September 28. — Deaf woman crossed in front of car and was struck; foot and head bruised.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BLUE HILL STREET RAILWAY COMPANY,

93 FEDERAL STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. French, *President*, Canton, Mass. W. Cameron Forbes, *Vice-President*, Boston, Mass. Edmund J. B. Huntoon, *Treasurer and General Manager*, Boston, Mass. Eliot Wadsworth, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Stone, Newton, Mass. Edwin S. Webster, Newton, Mass. W. Cameron Forbes, Westwood, Mass. Charles H. French, Canton, Mass. William O. Chapman, Canton, Mass. William E. C. Swan, Stoughton, Mass. Edmund J. B. Huntoon, Canton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES A. STONE,
EDWIN S. WEBSTER,
E. J. B. HUNTOON,
W. CAMERON FORBES,
Directors.
E. J. B. HUNTOON,
Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 7, 1900. Then personally appeared the above-named Charles A. Stone, Edwin S. Webster, E. J. B. Huntoon and W. Cameron Forbes, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

KARL A. ANDRÉN,
Justice of the Peace.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to the Boston Elevated and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$7,260 00
Dividends declared (6 per cent),	\$7,260 00
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	Dr.
Cost of railway,	\$121,000 00
TOTAL,	\$121,000 00
LIABILITIES.	Cr.
Capital stock,	\$121,000 00
TOTAL,	\$121,000 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$300,000 00
Capital stock authorized by votes of company,	121,000 00
Capital stock issued and outstanding,	\$121,000 00
Number of shares issued and outstanding,	2,420
Number of stockholders,	103
Number of stockholders in Massachusetts,	77
Amount of stock held in Massachusetts,	\$98,350 00

RAILWAY OWNED.

Length of railway line,	4.116 miles.
Length of sidings, switches, etc., . . . . .	.038 "
Total, computed as single track,	4.154 "

Names of the several cities and towns in which the railway owned by the company is located: Chelsea and (Charlestown District) Boston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY,
101 MILK STREET, ROOM 706, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wm. G. Wheildon, *President*, 75 State Street, Boston, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. G. Wheildon, Boston, Mass. T. Quincy Browne, Concord, Mass.
Chas. E. Fuller, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. G. WHEILDON,
T. QUINCY BROWNE,
CHARLES E. FULLER,
Directors.
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1900. Then personally appeared the above-named Wm. G. Wheildon, T. Quincy Browne, Charles E. Fuller and John H. Studley, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GUSTAF A. DANIELSON,
Justice of the Peace.

REPORT

OF THE

BOSTON ELEVATED RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$10,141,209 68
Operating expenses,	6,828,110 24
NET EARNINGS FROM OPERATION,	\$3,313,099 44
Miscellaneous income: interest from special deposits,	95,784 81
GROSS INCOME ABOVE OPERATING EXPENSES,	\$3,408,884 25
Charges upon income accrued during the year:	
Interest on funded debt of the West End Street Railway Company,	\$498,569 89
Taxes, State and local,	\$737,257 46
Taxes, commutation,	88,735 58
	825,993 04
Rentals of leased railways:	
7 per cent on West End Street Railway Company common stock,	\$635,950 00
8 per cent on West End Street Railway Company preferred stock,	512,000 00
6 per cent on Somerville Horse Railroad Company stock,	9,180 00
	1,157,130 00
Payments to sinking and other special funds:	
depreciation fund,	240,000 00
Other deductions from income: rent of subway,	211,146 67
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,932,839 60
NET DIVISIBLE INCOME,	\$476,044 65
Dividends declared:	
Interest paid (2½ per cent on \$5,000,000),	\$112,500 00
Interest paid (2½ per cent on \$10,000,000),	225,000 00
	337,500 00
TOTAL DIVIDENDS DECLARED,	337,500 00
Surplus for the year ending September 30, 1900,	\$138,544 65
Amount of surplus September 30, 1899,	265,175 35
	\$403,720 00
Debits to profit and loss account during the year: bad debt written off,	1,750 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$401,970 00

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$9,948,438 78
Receipts from carriage of mails,	21,678 61
Receipts from tolls for use of tracks by other companies,	33,046 25
Receipts from rentals of buildings and other property,	59,122 35
Receipts from advertising in cars,	61,166 62
Receipts from interest on deposits,	15,255 27
Other earnings from operation,	2,501 80
GROSS EARNINGS FROM OPERATION,	\$10,141,209 68

EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers and clerks,	\$200,878 86
General office expenses and supplies,	94,005 34
Legal expenses,	138,631 67
Insurance,	280,350 24
Other general expenses :	
Telephone expenses, \$22,334.27; fare registers, \$4,733.65, Subscriptions and gratuities, \$12,398.14; inspection services, \$20,945.74; miscellaneous, \$75,316.84; West End Street Railway Company organization, \$9,300,	27,067 92
Maintenance of roadway and buildings :	
Repair of roadbed and track,	722,587 41
Repair of electric line construction,	169,372 64
Removal of snow and ice,	72,460 15
Repair of buildings,	57,581 64
Maintenance of equipment :	
Repair of cars and other vehicles,	350,217 85
Repair of electric equipment of cars,	219,993 99
Renewal of horses, harnesses, shoeing, etc.,	8,897 47
Transportation expenses :	
Cost of electric motive power, \$546,336.10; less power sold, \$26,381.03; net,	519,955 07
Provender for horses,	15,216 69
Wages and compensation of persons employed in conducting transportation,	3,169,013 26
Damages for injuries to persons and property,	420,000 00
Tolls for trackage over other railways,	3,212 49
Rentals of buildings and other property,	43,009 19
Other transportation expenses :	
Cleaning and oiling tracks, \$25,129.60; fuel, lights, water, etc., \$130,699.48,	155,829 08
Electric lamps, oil, etc., for cars, \$13,277.72; miscellaneous supplies and expense, \$28,590.84,	41,868 56
TOTAL OPERATING EXPENSES,	\$6,828,110 24

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks, including foundations, structure, etc.,	\$1,446,572 27
New electric line construction,	658 95
Other additions to railway: engineering and other expenses incident to construction,	184,585 25
TOTAL ADDITIONS TO RAILWAY,	\$1,631,816 47

Additions to equipment:		
Additional cars,	\$19,292 67	
Electric equipment of same,	9,020 76	
Other additions to equipment: machinery and tools,	7,500 00	
TOTAL ADDITIONS TO EQUIPMENT,		\$35,813 43
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$492,392 14	
New electric power stations, including machinery, etc.,	336,016 06	
Other new buildings necessary for operation of railway,	195,365 56	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		1,023,773 76
Additions to other permanent property: subway construction and equipment,		40,791 36
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$2,732,195 02

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks, including foundations, structure, etc.,	\$1,871,557 65	
Electric line construction, including poles, wiring, feeder lines, etc.,	658 95	
Engineering and other expenses incident to construction,	445,925 95	
TOTAL COST OF RAILWAY OWNED,		\$2,318,142 55
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$19,292 67	
Electric equipment of same,	9,020 76	
Other items of equipment: machinery and tools,	7,500 00	
TOTAL COST OF EQUIPMENT OWNED,		35,813 43
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,231,002 59	
Electric power stations, including equipment,	336,016 06	
Other buildings necessary for operation of railway,	195,365 56	
TOTAL COST OF LAND AND BUILDINGS OWNED,		1,762,384 21
Other permanent property: subway construction and equipment,		40,791 36
TOTAL PERMANENT INVESTMENTS,		\$4,157,131 55
Cash and current assets:		
Cash,	\$7,088,536 97	
Bills and accounts receivable,	200,187 07	
Other cash and current assets:		
Stocks and bonds,	240,010 72	
Bonds deposited with State Treasurer,	500,000 00	
TOTAL CASH AND CURRENT ASSETS,		8,028,734 76

Miscellaneous assets:		
Materials and supplies,	\$215,429 49	
Other assets and property:		
Somerville Horse Railroad Company,	102,851 11	
West End Street Railway Company property account, \$1,882,445.57; bond account, \$1,918.10; current account, \$700,-264.78,	2,584,628 45	
TOTAL MISCELLANEOUS ASSETS,		\$2,902,909 05
TOTAL,		\$15,088,775 36
LIABILITIES.		Cr.
Capital stock,		\$10,000,000 00
Current liabilities:		
Audited vouchers and accounts,	\$695,719 84	
Salaries and wages,	149,067 03	
Dividends not called for,	7,950 75	
Matured interest coupons unpaid (including coupons due October 1),	31,647 50	
Rentals due and unpaid (including rentals due October 1),	317,975 00	
Miscellaneous current liabilities: outstanding tickets and checks,	19,564 65	
TOTAL CURRENT LIABILITIES,		1,221,924 77
Accrued liabilities:		
Interest accrued and not yet due,	\$141,915 00	
Taxes accrued and not yet due,	820,670 13	
Rentals accrued and not yet due,	131,825 00	
Miscellaneous accrued liabilities: West End Street Railway Company lease account,	1,227,207 98	
TOTAL ACCRUED LIABILITIES,		2,321,618 11
Sinking and other special funds:		
Damage fund,	\$423,262 48	
Insurance fund,	240,000 00	
Depreciation fund,	480,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		1,143,262 48
Profit and Loss balance (surplus),		401,970 00
TOTAL,		\$15,088,775 36
CAPITAL STOCK.		
Capital stock authorized by law,	\$20,000,000 00	
Capital stock authorized by votes of company,	10,000,000 00	
Capital stock issued and outstanding,		\$10,000,000 00
Number of shares issued and outstanding,	100,000	
Number of stockholders,	2,048	
Number of stockholders in Massachusetts,	1,694	
Amount of stock held in Massachusetts,	\$7,823,400 00	

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of damage fund, . . .		\$410,222 61
Amount, September 30, 1899, of insurance fund, . . .		120,000 00
Amount, September 30, 1899, of depreciation fund, . . .		240,000 00
TOTAL, SEPTEMBER 30, 1899,		\$770,222 61
Additions during the year to damage fund, . . .	\$13,039 87	
Additions during the year to insurance fund, . . .	120,000 00	
Additions during the year to depreciation fund, . . .	240,000 00	
		373,039 87
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,		\$1,143,262 48

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, . . .	201,124,710
Number carried per mile of main railway track operated, . . .	622,990
Number of round trips run,	3,390,443
Number of car miles run,	38,171,984
Average number of persons employed,	6,546

DESCRIPTION OF EQUIPMENT.

(Leased of the West End Street Railway Company.)

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	1,538	171	1,709	1,538	1,538	-
Open passenger cars,	1,442	58	1,500	1,442	-	-
TOTAL,	2,980	229	3,209	2,980	1,538	3,851

	Equipped for Electric Power.	Equipped for Horse Power.	Tow Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Mail cars,	11	-	-	11	11	22
Work cars,	2	-	10	12	-	4
Other cars,	-	12	2	-	-	-
TOTAL,	13	12	12	23	11	26

MISCELLANEOUS EQUIPMENT.

Barges and omnibuses,	10
Snow ploughs (electric, 188; horse, 57; push ploughs, 18), . .	263
Carts and snow sleds,	747
Other railway rolling stock:	
Levellers, 61; road machines, 11,	72
Scrapers, 4; sweepers, 10,	14
Other highway vehicles:	
Buggies, 44; caravans and jiggers, 44,	88
Sleighs and pungs, 77; ambulance, 1,	78
Horses,	312
Harnesses (double, 246; single, 174),	420
Other items of equipment: machinery, tools, furniture, etc.	

RAILWAY OWNED, LEASED, ETC.

SURFACE TRACKS.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line, . . . . .	.811	177.959	1.056	179.826
Length of second main track, . . . . .	.810	150.485	1.056	152.351
TOTAL LENGTH OF MAIN TRACK,	1.621	328.444	2.112	332.177
Length of sidings, switches, etc.,	-	37.984	-	37.984
TOTAL, COMPUTED AS SINGLE TRACK,	1.621	366.428	2.112	370.161

RAILWAY OPERATED AND MOTIVE POWER USED.

RAILROAD OPERATED.	By Horse Power only.	By Elec- tric Power only.	Total Operated.
	Miles.	Miles.	Miles.
Length of railway line,	1.372	173.827	175.199
Length of second main track,	1.369	146.270	147.639
TOTAL LENGTH OF MAIN TRACK,	2.741	320.097	322.838
Length of sidings, switches, etc.,	3.005	34.938	37.943
TOTAL, COMPUTED AS SINGLE TRACK,	5.746	355.035	360.781

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	3.509 miles.
Length of railway line in subway,	5.421 "
Total length of main track,	8.930 "

System of electric motive power in use by the company: overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, Arlington, Belmont, Brookline and Watertown.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (64 in number), viz.:		
With New York, New Haven & Hartford Railroad, Old Colony System:		
At Dorchester Avenue,	3	2
At Dorchester Avenue, Shawmut Branch,	1	2
With New York, New Haven & Hartford Railroad, Midland Division:		
At Dudley Street,	2	2
With Boston & Albany Railroad:		
At Main Street, Cambridge,*	2	2
At Broadway, Cambridge,*	4	2
At Cambridge Street, Cambridge,*	2	2
At Massachusetts Avenue, Cambridge,*	3	2
At Saratoga Street, East Boston,*	2	1
At Sumner Street, East Boston,*	2	1
At Broadway, Everett,*	1	2
At Main Street, Everett,*	1	1
At Cambridge Street, Charlestown,*†	1	2
At Somerville Avenue, Somerville,*	1	1
With Boston & Maine Railroad, Eastern Division:		
At Saratoga Street, East Boston,*	2	1
At Sumner Street, East Boston,*	5	1
At Broadway, Everett,	2	2
At Main Street, Everett,	2	1
At Cambridge Street, Charlestown,†	4	2
At Cambridge Street, Charlestown,*†	6	2
At Main Street, Malden,	2	2
With Boston & Maine Railroad, Southern Division:		
At Main Street, Charlestown,*	2	2
At Holland Street, Somerville,	2	2
At Massachusetts Avenue, Cambridge,	2	2
At Massachusetts Avenue, Arlington,	2	2
With Boston & Maine Railroad, Western Division:		
At Pleasant Street, Malden,	2	2
With Boston & Maine Railroad, Fitchburg Division:		
At Newton Street, Somerville,	2	1
At Webster Avenue, Somerville,	2	1
At Warren Avenue, Charlestown,*	2	2
At Somerville Avenue, Somerville,*†	6	1
At Somerville Avenue, Somerville,	2	1
At Mt. Auburn Street, Watertown,	2	1
At Arsenal Street, at Watertown Arsenal,*	2	2
With Union Freight Railroad:		
Atlantic Avenue, at Summer Street,*	1	6
Atlantic Avenue, at High Street,*	1	2
Atlantic Avenue, at Broad Street,*	1	2
Atlantic Avenue, at Commercial Wharf,*	2	1
Atlantic Avenue, at Lewis Wharf,*	2	1
Atlantic Avenue, at Fleet Street,*	2	1
Atlantic Avenue, at Kneeland Street,*	1	2
Atlantic Avenue, at Beach Street,*	1	4
Atlantic Avenue, at Clinton Market,*	2	1
Atlantic Avenue, at Union Freight Railroad yard,*	3	1
Commercial Street, at Eastern Avenue,*	1	1
Commercial Street, at Sargent's Wharf,*	1	1
Commercial Street, at Union Wharf,*	1	1
Commercial Street, at North Street,*	2	1
Commercial Street, at Battery Street,*	2	5
Commercial Street, at Constitution Wharf,*	1	1
Commercial Street, at Hanover Street,*	2	2
Commercial Street, at city paving yard,*	1	1
Commercial Street, at gas house,*	1	1
Commercial Street, at Battery Wharf,*	1	1
Commercial Street, at Harris Wharf,*	1	1
Causeway Street, at Charlestown Street,*	1	5
Causeway Street, at Boston & Maine Railroad yard, Fitchburg Division,*	1	2
Causeway Street, at Canal Street,*	1	3
Causeway Street, west of Charlestown Street,*	1	1

* Used for freight only.

† Not used by Boston Elevated Railway.

‡ Two of these are private tracks branching from Fitchburg Division of Boston & Maine Railroad.

GRADE CROSSINGS WITH RAILROADS — Concluded.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade, etc. — <i>Con.</i>		
With Union Freight Railroad — <i>Con.</i>		
Causeway Street, at Medford Street,*	1	1
Causeway Street, at Haverhill Street,*	1	1
Causeway Street, at Portland Street,*	1	2
Causeway Street, at Merrimac Street,*	1	2
Causeway Street, at Staniford Street,*	1	1
Lowell Street, at Causeway Street,*	1	1
Lowell Street, at Brighton Street,*	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	117	109

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTALS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	272	8	829	8	1,101
Employees,	-	4	1	13	1	17
Other persons,	-	-	16	466	16	466
TOTALS,	-	276	25	1,308	25	1,584

STATEMENT OF EACH ACCIDENT.

1899.	1899.
Oct. 1. Man fell getting off car.	Oct. 6. Team and car; driver of team in- jured.
2. Man on bicycle struck by car (death).	6. Carriage and car; driver of car- riage injured.
2. Collision of cars; passenger in- jured.	7. Team and car; driver of team in- jured.
2. Man on team struck by car.	7. Woman had hand injured by door of car.
2. Man struck by car.	7. Collision of cars; passenger in- jured.
2. Team and car; driver of team in- jured.	7. Man fell getting off car.
2. Man fell off car (death).	7. Woman fell getting on car.
3. Man struck by car.	8. Man fell getting off car.
3. Team and car; driver of team in- jured.	8. Woman fell getting off car.
3. Collision of cars; passenger in- jured.	8. Disabled car; man injured.
3. Woman fell getting off car.	9. Team and car; driver of team in- jured.
3. Woman fell in car.	9. Trolley came off; passenger in- jured.
4. Woman fell from car.	9. Woman jumped and fell from car.
4. Man on bicycle struck by car.	9. Collision of cars; passenger in- jured.
4. Man fell from car.	10. Team and car; driver of team in- jured.
5. Woman jumped and fell from car.	
5. Team and car; driver of team in- jured.	
5. Fuse blew out; man injured.	

* Used for freight only.

STATEMENT OF EACH ACCIDENT — Continued.

1899.

- Oct. 10. Man jumped and fell from car.
 10. Bicycle and car; man on bicycle injured.
 11. Team and car; driver of team injured.
 11. Man struck by car.
 11. Man fell trying to board car.
 12. Man on car injured by switch burning out.
 12. Team and car; driver of team injured.
 13. Man struck by car.
 13. Man fell from car.
 13. Woman fell in car.
 13. Woman fell getting off car.
 13. Man received shock on car.
 13. Collision of cars; woman injured.
 13. Collision of cars; woman injured.
 13. Fuse blew out; passenger injured.
 14. Woman fell trying to board car.
 14. Man struck by car.
 14. Man fell getting off car.
 14. Woman fell getting off car.
 14. Fuse blew out; passenger injured.
 14. Collision of cars; passenger injured.
 15. Man jumped and fell from car.
 15. Woman jumped and fell from car.
 16. Team and car; driver of team injured.
 16. Man fell trying to board car.
 16. Man fell over fender of car.
 17. Collision of cars; passenger injured.
 17. Woman fell getting off car.
 17. Team and car; driver of team injured.
 17. Woman fell in car.
 17. Team and car; driver of team injured.
 17. Woman fell in car.
 17. Man fell through door of car.
 18. Man fell trying to get on car.
 18. Woman fell in car.
 18. Trolley came off; man injured.
 19. Team and car; driver of team injured.
 19. Collision of cars; passenger injured.
 19. Woman fell trying to board car.
 19. Woman fell trying to board car.
 19. Man struck by car.
 19. Car disabled; man injured.
 20. Man jumped and fell from car.
 20. Woman struck by car.
 21. Man fell getting off car.
 21. Team and car; driver of team injured.

1899.

- Oct. 21. Man on bicycle struck by car.
 21. Man fell getting off car.
 21. Woman fell getting off car.
 21. Collision of cars; passenger injured.
 22. Man fell getting off car.
 22. Woman fell getting on car.
 23. Man fell getting off car.
 23. Woman fell in car.
 24. Woman fell getting off car.
 24. Woman fell in car.
 25. Man struck by car (death).
 25. Man fell getting off car.
 25. Woman fell getting off car.
 26. Boy fell over fender of car.
 26. Woman fell getting off car.
 26. Man fell in car.
 26. Woman fell trying to board car.
 26. Trolley burned out; passenger injured.
 26. Team and car; driver of team injured.
 27. Man injured getting off car.
 27. Man struck by car.
 28. Man fell getting off car.
 28. Man fell trying to board car.
 28. Collision of cars; woman injured.
 28. Woman fell trying to board car.
 28. Woman fell getting off car.
 28. Team and car; driver of team injured.
 29. Team and car; driver of team injured.
 29. Man claims injury getting on car.
 30. Man fell getting off car.
 30. Man fell getting off car.
 30. Carriage and car; occupant of carriage injured.
 30. Man jumped and fell from car.
 30. Fuse blew out; passenger injured.
 31. Man fell trying to board car.
 31. Woman fell in car.
 Nov. 1. Woman claims injury getting off car.
 1. Man fell getting off car.
 1. Carriage and car; person in carriage injured.
 1. Fuse blew out; passenger injured.
 2. Man jumped off one car and was struck by passing car.
 2. Collision of cars; passenger injured.
 2. Man fell trying to board car.
 2. Team and car; driver of team injured.
 3. Man fell getting off car.
 3. Team and car; driver of team injured.

STATEMENT OF EACH ACCIDENT — Continued.

1899.

- Nov. 4. Man on car struck by street sweeper.
4. Man fell trying to board car.
 4. Man fell getting off car.
 4. Woman injured on car.
 4. Woman claims injury getting on car.
 4. Man jumped and fell from car.
 5. Man fell getting off car.
 5. Woman struck by car.
 5. Carriage and car; driver of carriage injured.
 6. Man struck by car.
 6. Team and car; driver of team injured.
 7. Overhead switch burned out; passenger in car injured.
 7. Woman fell getting off car.
 7. Collision of cars; passenger injured.
 7. Man fell trying to board car.
 7. Man jumped and fell from car.
 7. Man fell trying to board car.
 8. Team and car; driver of team injured.
 8. Man fell trying to board car.
 8. Man struck by car.
 8. Car struck wooden horse; passenger in car injured.
 8. Man on car struck by team.
 8. Team and car; driver of team injured.
 9. Man fell trying to board car.
 9. Man jumped and fell from car.
 9. Collision of cars; woman injured.
 9. Woman fell getting off car (death).
 10. Man fell getting off car.
 10. Woman had hand injured by door of car.
 10. Man struck by car (death).
 10. Woman fell in car.
 10. Woman received shock on car.
 10. Woman fell in car.
 10. Woman fell getting off car.
 10. Man fell getting off car.
 10. Man had foot jammed in door of car.
 11. Man injured by sudden starting of car.
 11. Team and car; driver of team injured.
 11. Woman claims injury getting off car.
 11. Overhead switch burned out; passenger injured.
 12. Man struck by trolley rope.
 12. Man struck by car.
 12. Man jumped and fell from car.

1899.

- Nov. 13. Woman fell in car.
13. Woman fell leaving car.
 13. Collision of cars; passenger injured.
 13. Man had thumb injured by door of car.
 14. Man fell getting off car.
 14. Woman fell getting on moving car.
 14. Team and car; driver of team injured.
 14. Man fell getting off car.
 14. Man struck by car.
 14. Man struck by falling trolley.
 14. Man had finger injured in car.
 14. Woman jumped and fell from car.
 14. Woman fell trying to board car.
 15. Man getting on car struck by sign.
 15. Woman fell trying to board car.
 15. Man fell trying to board car.
 15. Man fell trying to board car.
 15. Team and car; driver of team injured.
 16. Man injured by sudden starting of car.
 16. Team and car; driver of team injured.
 17. Man fell trying to board car.
 17. Woman fell getting off car.
 18. Man struck by car.
 18. Collision of cars; passenger injured.
 18. Woman fell getting off car.
 18. Team and car; driver of team injured.
 19. Man dragged trying to board car.
 19. Carriage and car; driver of carriage injured.
 20. Team and car; driver of team injured.
 20. Man fell trying to board car.
 20. Man jumped and fell from car.
 20. Man fell trying to board car.
 20. Team and car; driver of team injured.
 20. Derailed car; passenger injured.
 21. Man fell trying to board car.
 21. Derailed car; passenger injured.
 21. Man claims injury getting on car.
 21. Team and car; driver of team injured.
 21. Woman struck by car.
 21. Man fell getting off car.
 22. Man fell getting off car.
 22. Team and car; driver of team injured.
 22. Woman fell in car.
 22. Man claims injury getting on car.
 23. Woman fell trying to board car.

STATEMENT OF EACH ACCIDENT — Continued.

1899.	1899.
<p>Nov. 23. Man struck by car. 23. Woman injured on car. 23. Woman had hand injured on door of car. 23. Man fell trying to board car. 24. Man claims injury getting on car. 24. Team and car; driver of team injured. 24. Man caught between car and fence. 24. Woman fell getting off car. 24. Trolley came off; passenger injured. 25. Man fell getting off car. 25. Woman fell getting off car. 25. Man fell getting off car. 25. Woman fell trying to board car. 25. Team and car; driver of team injured. 25. Man fell getting off car. 26. Man fell getting on car. 26. Woman fell getting on car. 26. Man fell getting off car. 27. Man jumped off one car and was struck by another car. 27. Woman fell getting off car. 27. Man fell getting off car. 27. Carriage and car; driver of carriage injured. 27. Woman jumped and fell from car. 28. Man claims injury getting off car. 28. Team and car; driver of team injured. 28. Man caught between car and barrel. 28. Woman fell in car. 28. Man fell trying to board car. 29. Carriage and car; driver of carriage injured. 29. Woman fell getting in car. 29. Man fell trying to board car. 29. Man fell getting off car (death). 29. Man struck by car. 30. Man fell getting off car. 30. Man struck by car.</p>	<p>Dec. 2. Man jumped and fell from car. 3. Woman claims injury getting on car. 3. Man fell getting off car. 3. Woman fell getting on car. 3. Man fell getting off car. 3. Man had foot crushed on car. 4. Man thrown from car. 4. Little girl had hand injured by door of car. 4. Woman fell getting off car. 4. Man fell getting off car. 5. Woman fell in car. 5. Man fell trying to board car. 5. Woman fell from car. 5. Man jumped and fell off car. 6. Man fell getting off car. 6. Man fell trying to board car. 6. Woman fell getting off car. 7. Woman fell getting off car. 7. Woman fell getting off car. 7. Team and car; driver of team injured. 7. Man fell getting off car. 7. Man fell in car. 7. Man jumped and fell from car. 8. Man fell getting off car. 8. Man jumped and fell from car. 8. Woman fell after getting off car. 8. Man struck by brake handle. 8. Man fell trying to board car. 9. Team and car; driver of team injured. 9. Man fell off car. 9. Woman fell in car. 9. Team and car; driver of team injured. 9. Man fell in car. 9. Woman fell trying to board car. 9. Man struck by car. 9. Man fell getting off car. 9. Carriage and car; driver of carriage injured. 10. Woman jumped and fell from car. 10. Man fell getting off car. 10. Fuse blew out; man injured (employee). 11. Man struck by car. 11. Collision of cars; woman injured. 11. Man fell getting off car. 11. Woman fell trying to board car. 11. Team and car; driver of team injured. 11. Trolley came off; conductor injured (employee). 12. Man struck by car. 12. Woman struck by trolley rope. 12. Man fell off car.</p>
<p>Dec. 1. Woman struck by car. 1. Team and car; driver of team injured. 1. Woman fell getting off car. 1. Woman struck by car. 1. Team and car; woman in car injured. 1. Fuse blew out; woman passenger injured. 2. Man fell getting off car. 2. Man struck by car. 2. Team and car; driver of team injured.</p>	

STATEMENT OF EACH ACCIDENT — Continued.

1899.

- Dec. 13. Woman fell in car.
 13. Carriage and car; man in carriage injured.
 13. Man fell off car.
 14. Man fell trying to board car.
 15. Man jumped and fell from car.
 15. Woman struck by car.
 15. Man fell getting on car.
 15. Man injured getting on car.
 16. Man fell getting off car.
 16. Man injured by car.
 16. Man fell getting off car.
 16. Man fell trying to board car.
 16. Man struck by car.
 16. Woman fell getting off car.
 17. Man dragged trying to board car.
 17. Woman jumped and fell from car.
 17. Collision of cars; passenger injured.
 18. Man fell getting off car.
 18. Woman struck by car.
 19. Carriage and car; driver of carriage injured.
 19. Team and car; driver of team injured.
 19. Woman thrown getting off car.
 19. Man fell getting off car.
 19. Man struck by car.
 19. Man injured by bell on car.
 19. Man dragged getting on car.
 19. Man received shock on car.
 20. Man struck by car (death).
 20. Woman injured by door of car.
 20. Man injured by gate on car.
 20. Man dragged getting on car.
 20. Man received shock on car.
 21. Woman fell getting off car.
 21. Man struck by car.
 21. Overhead switch burned out; passenger injured.
 22. Man fell getting off car.
 22. Collision of cars; woman hurt.
 22. Woman fell getting on car.
 22. Man fell getting off car.
 22. Man struck by strap on car.
 22. Team and car; driver of team injured.
 23. Man fell getting off car.
 23. Woman fell getting off car.
 23. Team and car; driver of team injured.
 23. Woman dragged by car.
 23. Woman fell getting on car.
 24. Child had hand injured by door of car.
 24. Woman fell getting off car.
 25. Man fell getting on car.

1899.

- Dec. 25. Woman had hand injured by door of car.
 25. Man dragged getting on car.
 25. Woman fell getting off car.
 26. Woman fell getting on car.
 26. Man fell getting off car.
 26. Team and car; driver of team injured.
 27. Collision of cars; passenger injured.
 27. Woman claims injury getting on car.
 27. Man jumped and fell from car.
 27. Woman fell getting on moving car.
 27. Man jumped and fell from car.
 28. Man fell getting off car.
 28. Team and car; driver of team injured.
 28. Woman fell getting off car.
 28. Herdic and car; driver of herdic injured.
 29. Man on bicycle and car.
 29. Man struck by car (death).
 29. Man fell getting off car.
 30. Man injured by door of car.
 30. Woman fell getting on car.
 30. Woman fell getting off car.
 31. Man fell getting off car.
 31. Woman fell getting off car.

1900.

- Jan. 1. Team and car; driver of team injured.
 1. Man fell off car.
 1. Woman fell off car.
 1. Collision of cars; passenger injured.
 2. Woman caught between car and team.
 2. Man fell off car.
 3. Collision of cars; passenger injured.
 3. Woman fell against door of car.
 3. Collision between car and team; woman in car injured.
 4. Collision of cars; passenger injured.
 4. Team and car; driver of team injured.
 4. Man struck by car.
 5. Man fell getting off car.
 5. Man fell trying to board car.
 5. Collision of cars; passenger injured.
 5. Trolley came off; man's horse frightened; man hurt.

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- Jan. 6. Man fell off car.
 6. Team and car; driver of team injured.
 6. Man fell trying to board car.
 7. Man struck by gate on car.
 7. Collision of cars; passenger injured.
 7. Man fell getting off car.
 8. Woman struck by car.
 8. Man jumped and fell from car.
 8. Team and car; driver of team injured.
 9. Woman fell getting off car.
 9. Man fell on fender of car.
 10. Team and car; driver of team injured.
 10. Man injured on car.
 10. Man fell getting off car.
 10. Collision of cars; passenger injured.
 11. Woman fell trying to board car.
 12. Man fell getting off car.
 12. Team and car; driver of team injured.
 13. Team and car; driver of team injured.
 13. Man fell trying to board car.
 13. Team and car; driver of team injured.
 13. Man fell in car.
 13. Woman fell trying to board car.
 14. Woman jumped and fell from car.
 14. Man dragged trying to board car.
 14. Team and car; driver of team injured.
 15. Collision of cars; passenger injured.
 15. Fuse blew out; passenger injured.
 15. Man dragged by car.
 15. Woman fell getting off car.
 15. Woman fell in car.
 15. Man injured on car.
 16. Woman claims injury getting on car.
 16. Man fell trying to board car.
 16. Man struck by car.
 18. Team and car; driver of team injured.
 18. Team and car; driver of team injured.
 18. Team and car; driver of team injured.
 18. Man struck by falling sign (employee).
 18. Collision of cars; passenger injured.
 19. Woman fell trying to board car.
 19. Man struck by car.

1900.

- Jan. 19. Man jumped and fell from car.
 20. Man fell getting off car.
 20. Man fell getting off car.
 20. Collision of cars; passenger injured.
 21. Team and car; driver of team injured.
 22. Team and car; driver of team injured.
 22. Man fell getting off car.
 22. Team and car; driver of team injured.
 22. Woman struck by car.
 22. Derailed car; passenger injured.
 22. Man struck by car.
 23. Man fell getting off car.
 23. Woman struck by car.
 23. Collision of cars; passenger injured.
 23. Team and car; driver of team injured.
 24. Woman fell getting off car.
 24. Man struck by car.
 24. Woman had thumb jammed by door of car.
 24. Trolley came off; man injured.
 25. Woman fell getting off car.
 25. Team and car; driver of team injured.
 25. Man struck by trolley rope.
 25. Man fell getting off car.
 26. Team and car; driver of team injured.
 27. Collision of cars; man injured.
 27. Team and car; driver of team injured.
 27. Man fell getting off car.
 27. Man struck by car.
 27. Woman fell getting off car.
 28. Man jumped and fell from car.
 28. Woman fell trying to board car.
 28. Man fell getting off car.
 28. Woman fell getting off car.
 29. Man fell trying to board car.
 29. Woman fell trying to board car.
 29. Man fell getting off car.
 29. Team and car; driver of team injured.
 29. Woman fell getting off car.
 30. Man fell getting off car.
 30. Man struck by brake (employee).
 30. Man fell getting off car.
 31. Collision of cars; passenger injured.
 31. Woman fell in car.
 Feb. 1. Team and car; driver of team injured.
 1. Woman injured on car.

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- Feb. 1. Man fell getting off car.
 2. Team and car; driver of team injured.
 2. Man fell getting off car.
 2. Woman fell in car.
 2. Team and car; driver of team injured.
 3. Collision of cars; passenger injured.
 3. Woman fell getting on car.
 3. Man fell getting off car.
 3. Man dragged by car.
 3. Car missed switch; passenger injured.
 3. Man jumped and fell from car.
 4. Man fell getting off car.
 5. Carriage and car; driver of carriage injured.
 5. Man struck by car (death).
 5. Woman injured by door of car.
 5. Woman fell in car.
 6. Team and car; driver of team injured.
 6. Woman struck by car.
 6. Woman fell trying to board car.
 6. Conductor injured on car (employee).
 6. Woman fell getting off car.
 7. Man jumped and fell from car.
 7. Man claims injury getting on car.
 7. Man jumped and fell from car.
 7. Woman fell getting off car.
 7. Man struck by car.
 7. Man fell trying to board car.
 8. Man fell trying to board car.
 8. Woman struck by car.
 8. Man fell trying to board car.
 8. Man fell trying to board car.
 8. Collision of cars; man injured.
 8. Team and car; driver of team injured.
 9. Man fell trying to board car.
 10. Collision of cars; passenger injured.
 10. Woman fell in car.
 11. Man struck by car.
 11. Collision of cars; passenger injured.
 11. Man fell trying to board car.
 11. Woman fell getting off car.
 12. Man struck by fender of car.
 12. Team and car; driver of team injured.
 12. Man fell getting off car.
 12. Man dragged by car.
 13. Man fell trying to board car.
 13. Man received shock on car.
 13. Woman received shock on car.

1900.

- Feb. 13. Man claims injury getting on car.
 13. Team and car; driver of team injured.
 14. Woman fell boarding moving car.
 14. Man claims injury getting on car.
 14. Team and car; driver of team injured.
 15. Woman fell getting off car.
 15. Carriage and car; driver of carriage injured.
 15. Collision of cars; passenger injured.
 15. Man fell getting off car.
 16. Carriage and car; driver of carriage hurt.
 16. Man fell trying to board car.
 16. Man fell trying to board car.
 16. Man fell getting off car.
 16. Man fell getting off car.
 16. Team and car; driver of team hurt.
 17. Collision of cars; passenger hurt.
 17. Man dragged trying to board car.
 17. Man fell trying to board car.
 17. Man fell getting off car.
 17. Man claims injury on car.
 17. Man fell getting off car.
 17. Team and car; driver of team injured.
 17. Man struck by car.
 18. Man fell getting off car.
 19. Man on sled ran against car.
 19. Team and car; driver of team hurt.
 19. Man fell trying to board car.
 19. Man fell getting off car.
 20. Woman struck by car (death).
 20. Team and car; driver of team injured.
 20. Collision of cars; passenger injured.
 21. Team and car; driver of team hurt.
 21. Man ran against car.
 21. Man injured by trolley coming off.
 21. Motorman struck by brake handle (employee).
 21. Team and car; driver of team hurt.
 22. Collision of cars; passenger hurt.
 22. Team and car; driver of team hurt.
 22. Trolley fell; passenger injured.
 22. Fuse blew out; passenger injured.
 22. Man ran against car.
 23. Team and car; driver of team hurt.

STATEMENT OF EACH ACCIDENT — Continued.

- 1900.**
- Feb. 23. Team and car; driver of team hurt.
23. Man on bicycle and car.
23. Coupé and car; driver of coupé hurt.
24. Team and car; driver of team hurt (death).
24. Fuse blew out; passenger hurt.
25. Collision of cars; passenger injured.
25. Woman fell getting off car.
25. Derailed car; passenger hurt.
26. Woman fell getting off car.
27. Carriage and car; driver of carriage hurt.
27. Carriage and car; driver of carriage hurt.
27. Man fell over fender of car.
27. Man struck by car.
27. Woman fell getting off car.
28. Man jumped and fell off car.
28. Fuse blew out; passenger hurt.
28. Team and car; driver of team hurt.
28. Man fell getting off car.
28. Man fell getting off car.
28. Team and car; driver of team injured.
28. Disabled car; passenger injured.
- Mar. 1. Woman fell getting off car.
1. Man injured on car.
1. Trolley dropped; man injured.
2. Team and car; driver of team injured.
2. Woman fell getting off car.
3. Woman fell in car.
3. Collision of cars; passenger injured.
3. Team and car; driver injured.
3. Man fell getting off car.
3. Man claims injury getting on car.
4. Woman jumped and fell from car.
4. Man struck by brake handle.
4. Man struck by car.
4. Man struck by car.
4. Man fell getting off car.
4. Woman fell getting off car.
4. Woman fell getting on car.
4. Team and car; driver of team injured.
4. Derailed car; passenger injured.
6. Man fell getting off car.
6. Man fell getting off car.
6. Team and car; driver of team injured.
6. Woman fell getting off car.
7. Man fell boarding moving car.
7. Fuse blew out; passenger injured.

- 1900.**
- Mar. 8. Man fell getting off car.
9. Team and car; driver of team injured (death).
9. Man received shock on car.
9. Man fell trying to board car.
9. Conductor caught between car and post (employee).
9. Team and car; driver of team injured.
9. Man fell getting off car.
10. Man jumped and fell from car.
10. Man struck by car (death).
10. Woman claims injury on car.
10. Woman fell getting off car.
10. Team and car; driver of team injured.
11. Man fell getting off car.
11. Man fell getting off car.
12. Woman fell getting off car.
12. Man fell getting off car.
12. Team and car; driver of team injured.
12. Man struck by car.
12. Woman fell boarding moving car.
13. Team and car; driver of team injured.
13. Man fell trying to board car.
13. Woman struck by car.
13. Woman fell getting off car.
14. Woman fell getting off car.
14. Man fell getting off car.
14. Man struck by car.
14. Team and car; driver of team injured.
15. Woman fell getting off car.
15. Woman fell over fender of car.
16. Man struck by car (death).
17. Man jumped and fell from car (death).
17. Team and car; driver of team injured.
17. Man fell getting off car.
17. Man jumped and fell from car.
17. Woman fell trying to board car.
18. Man fell getting off car.
18. Woman jumped and fell from car.
19. Collision of cars; passenger injured.
19. Man struck by car.
19. Man struck by car.
20. Team and car; driver of team injured.
20. Man fell getting off car.
20. Man fell getting on car.
20. Woman injured on car.
20. Woman fell getting on car.
20. Man fell getting on car.

STATEMENT OF EACH ACCIDENT — Continued.

1900.

Mar. 21. Collision of cars; passenger injured.

21. Woman fell getting off car.
21. Woman jumped and fell from car.
21. Woman jumped and fell from car.
21. Woman fell getting off car.
21. Man struck by car.
21. Man struck by glass.
22. Team and car; driver of team injured.
22. Woman fell getting off car.
22. Woman injured on car.
22. Man fell getting off car.
23. Man struck by car.
23. Man struck by glass on car.
23. Team and car; driver of team injured.
23. Man fell getting off car.
24. Team and car; driver of team injured.
25. Woman dragged by car.
25. Man dragged by car.
25. Man jumped and fell from car.
26. Man fell getting off car.
26. Team and car; driver of team injured.
26. Man fell getting off car.
26. Woman jumped from car and fell.
27. Team and car; driver of team injured.
27. Man struck by car.
27. Controller burned out; man injured.
27. Man fell off car.
27. Man struck by car.
28. Woman claims conductor pushed her off car.
28. Woman fell trying to board car.
29. Woman fell getting off car.
29. Woman fell in car.
29. Collision of cars; passenger injured.
30. Conductor injured (employee).
30. Man struck by car.
30. Man fell trying to board car.
30. Team and car; driver of team injured.
31. Team and car; driver of team injured.
31. Woman fell getting off car.
31. Man injured by sudden start of car.
31. Woman fell getting off car.
31. Team and car; driver of team injured.

Apr. 1. Woman fell off car.

1. Woman fell getting off car.
1. Woman fell getting on car.

1900.

Apr. 1. Woman fell getting off car.

1. Man fell getting off car.
1. Man fell getting off car.
2. Woman injured by door of car.
2. Man fell off car.
2. Team and car; driver of team injured.
2. Woman injured by sudden start of car.
2. Man fell trying to board car.
2. Collision of cars; woman injured.
3. Team and car; driver of team injured.
3. Woman fell in car.
3. Boy injured on car.
4. Conductor caught between cars (employee) (death).
4. Man fell trying to board car.
4. Man on bicycle struck by car.
4. Team and car; driver of team injured.
5. Man fell in car.
5. Boy injured on car.
5. Woman claims injury getting on car.
6. Man struck by bell on car.
6. Man injured on car.
6. Carriage and car; driver of carriage injured.
6. Woman injured on car.
6. Man jumped and fell from car.
7. Team and car; driver of team injured.
7. Team and car; driver of team injured.
7. Man dragged by car.
7. Woman fell getting off car.
7. Woman fell getting off car.
7. Man fell getting off car.
7. Team and car; driver of team injured.
8. Woman jumped and fell from car.
8. Woman jumped and fell from car.
8. Child had hand injured by door of car.
9. Team and car; driver of team injured.
9. Man injured on car.
9. Man fell getting on car.
9. Collision of cars; man injured.
10. Man fell getting off car.
10. Team and car; driver of team injured.
10. Woman struck by car.
11. Carriage and car; driver of carriage injured.
11. Woman fell in car.
11. Man injured getting on car.

STATEMENT OF EACH ACCIDENT — Continued.

1900.	1900.		
<p>Apr. 11. Team and car; driver of team injured.</p> <p>12. Collision of cars; passenger injured.</p> <p>12. Woman fell in car.</p> <p>12. Woman injured getting on car.</p> <p>12. Man struck by car.</p> <p>12. Team and car; driver of team injured.</p> <p>12. Man hit by trolley rope.</p> <p>12. Motorman injured (employee).</p> <p>12. Conductor injured (employee).</p> <p>12. Man received shock on car.</p> <p>12. Fuse blew out; passenger injured.</p> <p>13. Team and car; driver of team injured.</p> <p>14. Derailed car; man injured.</p> <p>14. Man fell getting off car.</p> <p>14. Woman struck by car.</p> <p>14. Man fell trying to get on car.</p> <p>15. Woman fell trying to board car.</p> <p>16. Girl run over by car (death).</p> <p>16. Woman fell getting off car.</p> <p>16. Trolley came off; woman injured.</p> <p>16. Team and car; driver of team injured.</p> <p>17. Man fell getting off car.</p> <p>17. Man fell trying to board car.</p> <p>17. Team and car; driver of team injured.</p> <p>18. Man fell getting off car.</p> <p>18. Team and car; driver of team injured.</p> <p>19. Man fell getting on car.</p> <p>19. Man fell getting off car.</p> <p>20. Man fell jumping from car.</p> <p>20. Child fell off seat of car.</p> <p>20. Man struck by falling sign.</p> <p>20. Man on bicycle and car.</p> <p>20. Man jumped and fell from car.</p> <p>20. Car on fire.</p> <p>21. Woman fell in car.</p> <p>21. Child fell on fender of car.</p> <p>21. Woman fell getting off car.</p> <p>21. Man fell trying to get on car.</p> <p>21. Man fell getting off car.</p> <p>22. Man fell trying to board car.</p> <p>23. Man fell trying to board car.</p> <p>23. Team and car; driver of team injured.</p> <p>23. Woman fell getting off car.</p> <p>23. Team and car; driver of team injured.</p> <p>23. Man fell getting off car.</p> <p>24. Man jumped and fell from car.</p> <p>24. Man fell trying to board car.</p> <p>25. Man jumped and fell from car.</p>	<p>Apr. 25. Fuse blew out; horse frightened; man thrown from horse.</p> <p>25. Woman injured on account of sudden start of car.</p> <p>26. Man fell getting off car.</p> <p>26. Man injured by door of car.</p> <p>26. Man fell getting off car.</p> <p>26. Man injured by door of car.</p> <p>26. Man fell getting off car.</p> <p>26. Man fell trying to board car.</p> <p>26. Derailed car; passenger injured.</p> <p>27. Team and car; driver of team injured.</p> <p>27. Man fell getting off car.</p> <p>27. Woman fell getting off car.</p> <p>27. Man received shock on car.</p> <p>28. Woman injured by door of car.</p> <p>28. Woman injured on car.</p> <p>28. Man fell trying to board car.</p> <p>28. Bicycle and car; man on bicycle injured.</p> <p>28. Woman injured by gate on car.</p> <p>29. Fuse blew out; passenger injured.</p> <p>29. Man on bicycle and car.</p> <p>29. Collision of cars; passenger injured.</p> <p>29. Controller blew out; passenger injured.</p> <p>29. Woman fell getting off car.</p> <p>29. Man jumped and fell getting off car.</p> <p>30. Man fell trying to board car.</p> <p>30. Man injured by trolley rope.</p> <p>30. Woman fell after getting off car.</p> <p>30. Man fell getting off car.</p> <p>30. Team and car; driver of team injured.</p> <p>30. Woman injured by back of seat.</p> <p>30. Disabled car; man hurt.</p> <tr> <td data-bbox="568 1110 610 1127">May</td><td data-bbox="620 1110 965 1532"> <p>1. Man fell under car.</p> <p>1. Man injured near car.</p> <p>1. Woman fell getting on car.</p> <p>1. Man fell getting off car.</p> <p>1. Man struck by car.</p> <p>1. Team and car; driver of team injured.</p> <p>1. Man injured on car.</p> <p>1. Man fell getting off car.</p> <p>1. Man fell getting off car.</p> <p>2. Man jumped and fell from car.</p> <p>2. Collision of cars; passenger injured.</p> <p>2. Team and car; driver of team injured.</p> <p>2. Man fell trying to board car.</p> <p>2. Woman ran against car.</p> <p>2. Team and car; driver of team injured.</p> </td></tr>	May	<p>1. Man fell under car.</p> <p>1. Man injured near car.</p> <p>1. Woman fell getting on car.</p> <p>1. Man fell getting off car.</p> <p>1. Man struck by car.</p> <p>1. Team and car; driver of team injured.</p> <p>1. Man injured on car.</p> <p>1. Man fell getting off car.</p> <p>1. Man fell getting off car.</p> <p>2. Man jumped and fell from car.</p> <p>2. Collision of cars; passenger injured.</p> <p>2. Team and car; driver of team injured.</p> <p>2. Man fell trying to board car.</p> <p>2. Woman ran against car.</p> <p>2. Team and car; driver of team injured.</p>
May	<p>1. Man fell under car.</p> <p>1. Man injured near car.</p> <p>1. Woman fell getting on car.</p> <p>1. Man fell getting off car.</p> <p>1. Man struck by car.</p> <p>1. Team and car; driver of team injured.</p> <p>1. Man injured on car.</p> <p>1. Man fell getting off car.</p> <p>1. Man fell getting off car.</p> <p>2. Man jumped and fell from car.</p> <p>2. Collision of cars; passenger injured.</p> <p>2. Team and car; driver of team injured.</p> <p>2. Man fell trying to board car.</p> <p>2. Woman ran against car.</p> <p>2. Team and car; driver of team injured.</p>		

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- May 2. Woman fell getting off car.
 2. Man struck by car.
 3. Woman struck by car.
 3. Man injured on car.
 3. Collision of cars; passenger injured.
 3. Team and car; driver of team injured.
 3. Man fell getting off car.
 3. Derailed car; passenger injured.
 4. Woman struck by car.
 4. Man fell trying to board car.
 4. Man ran against car.
 4. Collision of cars; woman injured.
 4. Team and car; driver of team injured.
 5. Man fell getting off car.
 6. Man jumped and fell from car.
 7. Woman claims injury on car.
 7. Team and car; driver of team injured.
 7. Woman fell getting off car.
 8. Team and car; driver of team injured.
 9. Man fell trying to board car.
 9. Man fell getting off car (death).
 9. Controller blew out; passenger injured.
 9. Car disabled; man injured.
 10. Man fell on fender of car.
 10. Boy struck by car.
 10. Horse and car; man on horse hurt (death).
 10. Woman fell in car.
 10. Trolley off; passenger injured.
 11. Man jumped and fell from car (death).
 11. Team and car; driver of team injured.
 11. Man had hand injured by door of car.
 11. Collision of cars; passenger injured.
 12. Man claims injury getting on car.
 12. Man struck by car.
 12. Man on bicycle and car.
 13. Woman fell getting off car.
 13. Man on car struck by car.
 13. Woman fell getting off car.
 13. Woman fell getting on car.
 13. Woman fell getting off car.
 13. Man struck by car.
 13. Woman fell getting off car.
 13. Man fell getting off car.
 13. Car disabled; man injured.
 14. Overhead switch burned out; man injured.
 14. Woman injured by door of car.

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- May 14. Woman stepped between car and platform and was injured.
 14. Team and car; driver of team injured.
 15. Woman fell getting off car.
 15. Man injured getting on car.
 15. Collision of cars; woman injured.
 15. Man fell getting off car.
 15. Woman fell getting off car.
 16. Woman injured by car.
 16. Man fell getting on car.
 16. Team and car; driver of team injured.
 16. Man on bicycle and car.
 16. Woman fell getting off car.
 17. Woman fell getting on car.
 17. Woman fell getting on car.
 17. Man struck by car.
 17. Man fell getting on car.
 17. Man on bicycle struck by car.
 17. Man fell getting off car.
 17. Team and car; driver of team injured.
 18. Team and car; driver of team injured.
 18. Woman dragged getting on car.
 18. Man fell getting off car.
 19. Team struck by car.
 19. Man injured getting on car.
 19. Team and car.
 20. Man on bicycle struck by car.
 20. Woman fell getting off car.
 20. Carriage and car; woman in carriage injured.
 21. Trolley came off; woman hurt.
 21. Woman fell getting off car.
 21. Man struck by fender of car.
 21. Man dragged getting on car.
 21. Team and car; driver of team injured.
 22. Controller flashed; woman injured.
 22. Man jumped and fell from car.
 22. Team and car; driver of team injured.
 22. Woman fell getting off car.
 22. Man fell getting off car.
 23. Woman fell getting off car.
 23. Carriage and car; driver of carriage injured.
 23. Team and car; driver of team injured.
 23. Man fell getting off car.
 23. Man fell getting on car.
 24. Boy fell over fender of car.
 24. Collision of cars; woman injured.
 24. Motorman hurt (employee).
 24. Woman injured getting on car.

STATEMENT OF EACH ACCIDENT — Continued.

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<p>May 24. Fuse blew out; man injured.</p> <p>25. Man fell getting off car.</p> <p>25. Team and car; driver of team injured.</p> <p>25. Bicycle and car; rider of bicycle injured.</p> <p>25. Man fell getting off car.</p> <p>26. Woman fell in car.</p> <p>26. Man fell getting off car.</p> <p>26. Team and car; driver of team injured.</p> <p>26. Man struck by car.</p> <p>27. Team and car; driver of team injured.</p> <p>27. Woman struck by car.</p> <p>27. Man fell getting off car.</p> <p>27. Man injured on car.</p> <p>28. Man struck by car (death).</p> <p>28. Man fell in car.</p> <p>28. Man fell getting on car.</p> <p>28. Team and car; driver of team injured.</p> <p>29. Woman fell getting off car.</p> <p>29. Man struck by trolley rope.</p> <p>29. Team and car; driver of team injured.</p> <p>30. Man struck by car.</p> <p>30. Woman injured by trolley rope.</p> <p>30. Woman fell getting off car.</p> <p>30. Man on bicycle struck by car.</p> <p>30. Man jumped and fell from car.</p> <p>30. Little girl thrown getting off car.</p> <p>30. Woman injured getting off car.</p> <p>30. Man struck by car.</p> <p>30. Collision of cars; woman injured.</p> <p>30. Woman injured getting off car.</p> <p>31. Man caught between car and fence.</p> <p>31. Man on bicycle and car.</p> <p>31. Man fell getting off car.</p> <p>31. Fuse blew out; woman injured.</p>	<p>June 4. Wire fell; man injured.</p> <p>4. Man fell getting off car.</p> <p>4. Man on bicycle hit by car.</p> <p>4. Man injured on car.</p> <p>4. Team and car; driver of team injured.</p> <p>4. Team and car; driver of team injured.</p> <p>5. Woman struck by car.</p> <p>5. Woman fell getting off car.</p> <p>5. Collision of cars; man hurt.</p> <p>5. Man on bicycle struck by car.</p> <p>5. Man fell getting on car.</p> <p>5. Woman injured on car.</p> <p>6. Team and car; driver of team injured.</p> <p>6. Trolley fell; woman hurt.</p> <p>6. Team and car; driver of team injured.</p> <p>6. Woman fell getting off car.</p> <p>7. Man fell getting on car.</p> <p>7. Man jumped and fell from car.</p> <p>7. Man jumped and fell from car.</p> <p>7. Woman fell getting on car.</p> <p>7. Man jumped and fell from car.</p> <p>7. Man on bicycle struck by car.</p> <p>8. Collision of cars; woman hurt.</p> <p>8. Woman on bicycle struck by car.</p> <p>8. Woman fell getting off car.</p> <p>8. Man fell getting off car.</p> <p>8. Woman jumped off car.</p> <p>8. Man struck by car.</p> <p>8. Man fell getting on car.</p> <p>9. Woman struck by car.</p> <p>9. Man struck by car.</p> <p>9. Man fell getting off car (death).</p> <p>9. Team and car; driver of team injured.</p> <p>10. Man jumped off car.</p> <p>10. Collision of cars; woman injured.</p> <p>10. Woman fell getting off car.</p> <p>10. Man fell getting on car.</p> <p>11. Fuse blew out; passenger injured.</p> <p>11. Man fell trying to board car.</p> <p>11. Man fell getting off car.</p> <p>11. Child struck by car.</p> <p>11. Woman fell getting off car.</p> <p>12. Woman fell getting off car.</p> <p>12. Man on bicycle struck by car.</p> <p>12. Trolley came off; man injured.</p> <p>12. Team and car; man on team hurt.</p> <p>12. Man on bicycle struck by car.</p> <p>12. Man injured by back of seat.</p> <p>12. Collision of cars; man hurt.</p> <p>13. Woman fell getting off car.</p> <p>13. Man fell getting on car.</p> <p>13. Man jumped and fell from car.</p> <p>13. Man on car struck by car.</p>
<p>June 1. Man had foot crushed by car.</p> <p>1. Woman fell getting off car.</p> <p>1. Collision of cars; man hurt.</p> <p>2. Man fell getting on car.</p> <p>2. Woman struck by car.</p> <p>2. Woman fell getting off car.</p> <p>2. Collision of cars; passenger injured.</p> <p>2. Woman fell getting off car.</p> <p>2. Team and car; driver of team injured.</p> <p>2. Man fell leaving car.</p> <p>3. Man fell leaving car.</p> <p>3. Man on bicycle and car.</p> <p>3. Woman injured on car.</p> <p>3. Man injured on car.</p> <p>4. Woman injured on car.</p>	

STATEMENT OF EACH ACCIDENT — Continued.

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- June 13. Team and car; driver of team injured.
14. Woman fell getting off car.
 14. Man fell getting on car.
 14. Man jumped and fell from car.
 14. Team and car; driver of team injured.
 14. Man dragged getting on car.
 15. Collision of cars; man hurt.
 15. Man fell getting off car.
 16. Boy thrown from car.
 16. Woman fell getting off car.
 16. Woman injured on car.
 16. Conductor injured getting off car (employee).
 16. Man struck by car.
 17. Man injured on car.
 17. Woman fell getting off car.
 17. Man fell getting off car.
 17. Woman injured by back of car.
 18. Woman fell getting off car.
 18. Man fell getting off car.
 18. Man fell getting off car.
 18. Woman on bicycle struck by car.
 18. Man fell getting off car.
 18. Man caught between cars.
 18. Man injured by trolley rope.
 19. Man fell getting off car.
 19. Woman jumped and fell from car.
 19. Man jumped and fell from car.
 19. Team and car; driver of team injured.
 19. Man on car struck by car.
 19. Man fell getting off car.
 19. Woman fell getting off car.
 19. Collision of cars; man injured.
 20. Man on bicycle struck by car.
 20. Man on car struck by passing team.
 20. Man fell getting off car.
 20. Woman jumped and fell from car.
 20. Little girl struck by car.
 21. Man struck by car.
 21. Man injured getting on car.
 21. Collision of cars; woman injured.
 21. Woman fell getting off car.
 21. Man fell getting on car.
 21. Woman struck by car.
 21. Man jumped and fell from car.
 21. Man injured getting on car.
 21. Fuse blew out; man injured.
 21. Man fell getting on car.
 21. Man jumped and fell from car.
 22. Woman injured by curtain of car as she was getting off.
 23. Team and car; driver of team injured.
 23. Man fell over trolley rope.

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- June 23. Man fell getting on car.
23. Carriage and car; driver of carriage injured.
 23. Woman injured by backing car.
 23. Woman fell getting off car.
 24. Woman fell getting off car.
 24. Man on car struck by car.
 24. Trolley fell and struck man.
 24. Man fell getting off car.
 24. Woman fell getting on car.
 25. Woman fell getting on car.
 25. Man jumped and fell from car.
 25. Woman struck by car.
 25. Man fell off car.
 25. Man fell off car.
 25. Woman on car struck by team.
 25. Woman fell getting off car.
 25. Woman struck by fender of car.
 26. Man on bicycle struck by car.
 26. Man getting on car struck by team.
 26. Woman jumped and fell from car.
 27. Woman's dress on fire in car.
 27. Man fell getting on car.
 27. Woman injured by broken seat.
 27. Man jumped and fell from car.
 28. Collision of cars; woman hurt.
 28. Woman jumped and fell from car.
 28. Man fell boarding car.
 28. Man fell getting off car.
 28. Team and car; driver of team injured.
 28. Team and car; woman in car injured.
 28. Woman injured by broken seat.
 28. Woman fell getting off car.
 28. Man fell getting off car.
 28. Man on car struck by team.
 29. Man fell boarding car.
 29. Collision of cars; man injured.
 29. Derailed car; passenger injured.
 29. Team and car; driver of team injured.
 29. Woman jumped and fell from car.
 30. Man injured by sudden start of car.
 30. Man fell on fender of car.
 30. Herdic and car; driver of herdic injured.
 30. Bicycle and car; rider of bicycle injured.
 30. Girl fell getting off car.
 30. Man fell getting off car.
- July
1. Man fell getting on car.
 1. Woman fell getting on car.
 1. Man fell getting on car.
 1. Woman fell getting on car.
 2. Man fell getting off car.

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- July 2. Woman fell getting off car.
 3. Man on car struck by team.
 3. Man jumped and fell from car.
 3. Man struck by car.
 3. Boy struck by car.
 3. Woman fell getting off car.
 3. Team and car; driver of team injured.
 4. Boy injured by overhead switch burning out.
 4. Woman fell getting off car.
 4. Man fell getting off car.
 4. Man injured on car.
 4. Woman injured by sudden start of car.
 4. Woman fell getting off car.
 4. Man fell getting on car.
 4. Man struck by car.
 4. Man on car hit by team.
 4. Conductor fell off car (employee).
 4. Fuse blew out; passenger injured.
 4. Collision of cars; man hurt.
 5. Derailed car; passenger injured.
 5. Team and car; driver of team injured.
 5. Conductor fell off car (employee).
 5. Man fell getting on car.
 5. Man on bicycle struck by car.
 6. Woman fell getting off car.
 6. Man on bicycle and car.
 6. Fire engine and car; woman in car injured.
 6. Man fell getting off car.
 6. Man fell getting on car.
 7. Man on bicycle and car.
 7. Man fell getting on car.
 7. Collision of cars; passenger injured.
 7. Team and car; driver of team injured.
 7. Woman fell getting off car.
 7. Man jumped and fell from car.
 7. Collision of cars; woman hurt.
 7. Man jumped and fell from car.
 7. Fuse blew out; woman injured.
 7. Team and car; driver of team injured.
 8. Girl struck by car.
 8. Man fell off car.
 8. Man fell off car.
 8. Collision of cars; man injured.
 8. Man fell getting off car.
 8. Carriage and car; driver of carriage injured.
 9. Man fell getting off car.
 9. Team and car; driver of team injured.

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- July 9. Collision of cars; woman injured.
 10. Man fell getting off car.
 10. Woman fell getting off car.
 10. Team and car; driver of team injured.
 10. Collision of cars; woman injured.
 10. Collision of carriage and car; driver of carriage injured.
 10. Man fell getting off car.
 10. Man fell getting on car.
 11. Woman fell getting off car.
 11. Man on car hit by team.
 11. Man fell getting on car.
 11. Seat broke; woman hurt.
 11. Collision of cars; passenger injured.
 11. Team and car; driver of team injured.
 12. Man on bicycle struck by car.
 12. Woman injured on car.
 12. Man fell getting off car.
 12. Man fell getting on car.
 12. Woman fell getting on car.
 13. Woman fell getting off car.
 14. Man fell getting off car.
 14. Man fell getting off car.
 15. Man on bicycle struck by car.
 15. Man jumped and fell from car.
 15. Man fell getting off car.
 15. Woman on car hit by team.
 15. Collision of cars; woman injured.
 16. Man fell getting on car.
 16. Man on bicycle and car.
 16. Fuse blew out; passenger injured.
 16. Man fell getting on car.
 17. Man fell getting off car.
 17. Team and car; driver of team injured.
 17. Woman fell getting on car.
 17. Woman on car hit by team.
 17. Man fell getting off car.
 17. Team and car; driver of team injured.
 17. Woman fell getting off car.
 18. Man struck by car.
 18. Collision of cars; woman hurt.
 18. Man fell getting off car.
 18. Woman on car struck by curtain rod.
 18. Man fell getting off car.
 18. Woman jumped and fell from car.
 18. Man on car hit by team.
 18. Man fell getting on car.
 19. Man fell getting on car.
 19. Woman on car hit by team.
 19. Man struck by car.
 19. Woman jumped and fell from car.

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- July 19. Team and car; driver of team injured.
19. Man jumped and fell from car.
19. Man struck by car.
20. Man fell getting on car.
20. Team and car; driver of team injured.
20. Man jumped and fell from car.
20. Collision of cars; man hurt.
20. Team and car; driver of team injured.
20. Woman fell getting off car.
21. Woman fell getting off car.
21. Woman fell getting on car.
21. Man fell getting off car.
21. Man jumped and fell from car.
22. Woman fell getting off car.
22. Man fell getting off car.
22. Man fell getting on car.
22. Man jumped and fell from car.
22. Woman fell getting off car.
22. Woman fell getting on car.
23. Fuse blew out; man injured.
23. Man fell getting off car.
23. Woman struck by curtain on car.
23. Man fell getting on car.
23. Woman injured getting off car.
23. Man on bicycle struck by car.
23. Team and car; driver of team injured.
23. Collision of cars; man hurt.
24. Woman fell getting off car.
24. Man fell getting on car.
24. Man fell getting off car.
24. Man hit by trolley.
24. Disabled car; woman hurt.
25. Woman struck by fender of car.
25. Man fell getting off car.
25. Man received shock on car.
25. Man fell getting off car.
26. Collision of cars; woman hurt.
26. Man fell getting off car.
26. Man fell getting on car.
26. Team and car; driver of team injured.
27. Woman fell getting on car.
27. Woman fell getting off car.
27. Fuse blew out; man injured.
28. Man fell getting off car.
28. Man struck by car.
28. Man jumped and fell from car.
28. Team and car; driver of team injured.
28. Bicycle and car; man on bicycle hurt.
29. Boy struck by car.
29. Woman jumped and fell from car.
29. Woman struck by car.

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- July 29. Man fell getting off car.
29. Man jumped and fell from car.
29. Fuse blew out; man injured.
30. Man on car struck by car.
30. Man fell getting on car.
30. Collision of cars; woman hurt.
30. Man fell getting off car.
30. Man struck by car.
30. Woman struck by car.
31. Collision of cars; woman injured.
31. Woman fell getting off car.
31. Man fell getting on car.
31. Carriage and car; driver of carriage hurt.
- Aug. 1. Bicycle and car; man on bicycle injured.
1. Man injured getting on car.
1. Man injured getting off car.
1. Woman injured getting off car.
1. Team and car; driver of team injured.
1. Overhead switch burned out; passenger injured.
1. Collision of cars; woman injured.
2. Woman fell off car.
2. Boy fell getting off car.
2. Team and car; driver of team injured.
2. Man fell getting on car.
2. Man fell getting off car.
2. Man fell on fender of car.
2. Woman struck by car.
3. Woman injured on car.
3. Woman on bicycle and car.
3. Team and car; driver of team injured.
3. Woman fell getting off car.
3. Man on car hit by team.
4. Team and car; man on team injured.
4. Collision of cars; woman injured.
4. Man fell getting on car.
5. Man fell getting off car.
5. Woman jumped and fell from car.
5. Man jumped and fell from car.
5. Woman struck by brake handle.
6. Man struck by falling sign.
6. Man fell getting on car.
6. Man struck by car.
6. Woman fell getting off car.
6. Man fell getting off car.
6. Man injured by start of car.
6. Woman jumped and fell from car.
7. Man fell getting off car.
7. Woman on car hit by team.
8. Man on car struck by post.
8. Man fell boarding car.

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- Aug. 8. Team and car; driver of team injured.
9. Man injured getting on car.
 9. Man fell getting on car.
 9. Fuse blew out; man hurt.
 9. Man fell getting off car.
 9. Team and car; driver of team injured.
 9. Woman fell getting off car.
 10. Woman thrown from car.
 10. Conductor injured (employee).
 10. Collision; man hurt.
 10. Little girl struck by car.
 10. Fuse blew out; woman injured.
 11. Man jumped and fell from car.
 11. Man fell getting on car.
 11. Woman fell getting off car.
 11. Man struck by seat of car.
 11. Man on car struck by wooden horse.
 12. Man fell getting on car.
 12. Woman fell getting off car.
 12. Man on car hit by team.
 12. Collision of cars; woman hurt.
 12. Woman fell getting off car.
 13. Man fell getting on car.
 13. Man jumped and fell from car.
 13. Woman getting on car hit by team.
 14. Man ran over by car.
 14. Man fell getting off car.
 14. Conductor fell from car (employee).
 15. Man jumped from car.
 15. Woman fell getting off car.
 15. Woman struck by car.
 15. Team and car; driver of team injured.
 15. Man on car struck by wooden horse.
 15. Team and car; driver of team injured.
 16. Team and car; driver of team injured.
 16. Man jumped and fell from car.
 16. Woman on car hit by team.
 16. Man fell getting on car.
 17. Man injured getting on car.
 17. Man on horse hit by car.
 17. Man fell getting on car.
 17. Fuse blew out; man hurt.
 17. Team and car; driver of team hurt.
 18. Man on bicycle and car.
 18. Man jumped off car.
 18. Woman getting on car hit by team.
 19. Man fell boarding car.
 19. Man fell getting off car.

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- Aug. 19. Team and car; driver of team hurt.
19. Collision of cars; passengers hurt.
 19. Disabled car; man hurt.
 20. Man fell trying to board car (death).
 20. Man struck by car.
 20. Woman injured getting on car.
 20. Man fell getting on car.
 20. Woman fell getting off car.
 20. Man on bicycle struck by car.
 21. Man jumped and fell from car.
 21. Team and car; driver of team hurt.
 21. Man fell getting on car.
 21. Man fell getting on car.
 21. Man jumped and fell off car.
 22. Man fell getting on car.
 22. Woman received shock on car.
 22. Man struck by car.
 22. Man fell getting off car.
 22. Collision of cars; man injured.
 22. Conductor on car struck by team (employee).
 23. Collision of cars; man injured.
 23. Woman jumped and fell from car.
 23. Man injured getting on car.
 23. Man fell from car.
 23. Fuse blew out; woman injured.
 23. Team and car; driver of team injured.
 23. Man fell from car.
 23. Team and car; driver of team injured.
 23. Woman jumped from car.
 23. Man hit by car.
 23. Team and car; driver of team injured.
 23. Man jumped and fell from car.
 23. Man on car hit by team.
 23. Collision of cars; man hurt.
 25. Man fell getting off car.
 25. Man on bicycle struck by car.
 25. Man fell getting on car.
 25. Team and car; driver of team injured.
 26. Woman fell getting off car.
 26. Man on car hit by team.
 26. Woman fell getting on car.
 27. Woman thrown from car.
 27. Man hit by car.
 27. Man dragged getting on car.
 27. Team and car; driver of team injured.
 28. Man jumped and fell from car.
 28. Team and car; driver of team injured.
 28. Collision of cars; man hurt.

STATEMENT OF EACH ACCIDENT — Continued.

1900.

- Aug. 28. Boy thrown by start of car.
 28. Man jumped and fell from car.
 29. Woman fell getting off car.
 29. Woman fell getting on car.
 29. Man jumped and fell from car.
 29. Collision of cars; man injured.
 29. Woman received shock on car.
 30. Collision of cars; woman hurt.
 30. Conductor hurt (employee).
 30. Woman jumped and fell from car.
 30. Man hit by team.
 31. Team and car; driver of team injured.
 31. Woman fell getting off car.
 Sept. 1. Woman injured getting on car.
 1. Man fell getting off car.
 1. Man fell getting on car.
 1. Team and car; driver of team injured.
 1. Man on car struck by team.
 1. Man jumped and fell from car (death).
 2. Conductor struck by post (employee).
 2. Trolley came off; woman injured.
 2. Woman fell getting off car.
 2. Woman fell from car.
 2. Man fell getting off car.
 2. Woman fell getting on car.
 2. Boy fell off car.
 3. Man jumped and fell off car.
 3. Woman jumped and fell off car.
 3. Conductor struck by car (employee).
 3. Boy fell on fender of car.
 3. Fuse blew out; woman hurt.
 3. Woman fell off car.
 3. Boy struck by car.
 3. Woman injured by broken seat.
 4. Man fell getting on car.
 4. Team and car; driver of team injured.
 4. Collision of cars; woman hurt.
 4. Woman on car struck by team.
 4. Man fell getting off car.
 4. Man fell getting on car.
 5. Woman struck by brake.
 5. Woman fell getting off car.
 5. Man on bicycle and car.
 5. Woman fell getting off car.
 5. Team and car; driver of team injured.
 5. Woman struck by car.
 5. Collision of cars; woman hurt.
 5. Derailed car; woman hurt.
 6. Man fell boarding car.
 6. Collision of cars; man hurt.
 6. Man struck by car.

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- Sept. 7. Man struck by car.
 7. Team and car; driver of team injured.
 7. Man fell getting on car.
 7. Man fell getting off car.
 7. Woman fell getting off car.
 8. Boy knocked off car by man.
 8. Team and car; driver of team injured.
 8. Collision of cars; woman hurt.
 8. Man jumped and fell from car.
 8. Man on bicycle struck by car.
 9. Carriage and car; driver of carriage injured.
 9. Overhead switch burned out; man hurt.
 9. Woman jumped and fell from car.
 9. Man struck by car.
 9. Man fell getting on car.
 10. Woman fell getting off car.
 10. Man fell getting on car.
 10. Derailed car; man hurt.
 10. Man jumped and fell from car.
 10. Team and car; driver of team injured.
 10. Man struck by car.
 11. Woman fell getting off car.
 11. Team and car; driver of team injured.
 12. Man jumped and fell from car.
 12. Man fell getting on car.
 12. Man struck by car.
 12. Bicycle and car; man on bicycle hurt.
 12. Boy jumped and fell from car.
 12. Team and car; driver of team injured.
 12. Man on car struck by passing car.
 13. Woman fell boarding car.
 13. Woman fell getting off car.
 13. Team and car; driver of team injured.
 14. Woman injured getting off car.
 14. Collision of cars; woman hurt.
 14. Man injured getting on car.
 14. Man fell getting off car.
 14. Woman fell getting off car.
 15. Man jumped and fell from car.
 15. Woman jumped and fell from car.
 15. Man struck by car.
 15. Boy struck by car.
 15. Man fell getting on car.
 15. Boy jumped and fell from car.
 15. Team and car; driver of team injured.
 16. Man fell getting off car.
 16. Team and car; woman in car hurt.

STATEMENT OF EACH ACCIDENT—Concluded.

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- Sept. 17. Man fell getting on car.
 17. Woman fell getting off car.
 17. Man jumped and fell from car.
 18. Woman fell over fender of car.
 18. Man fell off car.
 18. Woman fell getting off car.
 18. Boy struck by car.
 18. Conductor fell off car (employee).
 18. Team and car; driver of team injured.
 19. Man struck by car.
 19. Woman walked off car and fell.
 19. Man fell trying to board car.
 19. Team and car; driver of team injured.
 20. Woman fell getting off car.
 20. Team and car; woman hurt.
 20. Woman struck by car.
 20. Man struck by car (death).
 20. Team and car; driver of team hurt.
 21. Woman fell getting off car.
 21. Team and car; driver of team injured.
 21. Man fell getting off car.
 21. Carriage and car; woman in carriage hurt.
 21. Man fell getting on car.
 21. Woman fell getting off car.
 21. Man struck by car.
 21. Guard wire caught on brake; woman injured.
 22. Man fell getting on car.
 22. Team and car; driver of team injured.
 22. Man fell getting on car.
 22. Man fell getting off car.
 22. Collision of cars; woman hurt.
 22. Man hurt by controller on car.
 23. Boy hurt by door of car.
 23. Woman fell getting off car.
 23. Man on bicycle struck by car.
 24. Team and car; woman in car hurt.
 24. Boy jumped and fell from car.
 24. Man fell getting off car.

1900.

- Sept. 24. Carriage and car; driver of carriage injured.
 24. Fuse blew out; woman in car injured.
 24. Man fell getting on car.
 25. Man on bicycle struck by car.
 25. Man struck by car.
 25. Man on car struck by sweeper.
 25. Woman struck by brake on car.
 25. Team and car; driver of team injured.
 25. Man jumped and fell from car.
 26. Man fell getting on car.
 26. Team and car; driver of team injured.
 26. Collision of cars; motorman hurt (employee).
 27. Team and car; driver of team injured.
 27. Man struck by car.
 27. Woman fell in car.
 27. Woman fell getting on car.
 27. Man fell getting on car.
 28. Man on car struck by team.
 28. Team and car; driver of team injured.
 28. Woman struck by car.
 28. Collision of cars; man injured.
 28. Man struck by car.
 28. Man fell getting on car.
 28. Team and car; driver of team injured.
 28. Woman fell in car.
 28. Woman struck by car.
 28. Man jumped and fell from car.
 30. Trolley came off; man hurt.
 30. Man fell getting on car.
 30. Man had finger injured by door of car.
 30. Woman fell getting off car.
 30. Woman struck by car.
 30. Woman fell getting on car.
 30. Man struck by car.
 30. Man fell getting on car.
 30. Collision of cars; woman hurt.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON ELEVATED RAILWAY COMPANY,

101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Bancroft, *President*, 101 Milk Street, Boston, Mass. Charles S. Sergeant, *Vice-President*, 101 Milk Street, Boston, Mass. William Hooper, *Treasurer*, 101 Milk Street, Boston, Mass. John T. Burnett, *Clerk of Corporation*, 101 Milk Street, Boston, Mass. Gaston, Snow & Saltonstall, *General Solicitors*, 15 Congress Street, Boston, Mass. Henry L. Wilson, *Auditor*, 101 Milk Street, Boston, Mass. J. Otis Wardwell, *General Counsel*, 53 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. William A. Bancroft, Cambridge, Mass. Samuel Carr, Boston, Mass. T. Jefferson Coolidge, Jr., Manchester, Mass. William A. Gaston, Boston, Mass. Francis H. Peabody, Boston, Mass. James Phillips, Jr., Boston, Mass. James M. Prendergast, Boston, Mass. Nehemiah W. Rice, Boston, Mass. William S. Spaulding, Boston, Mass. Walter S. Swan, Cambridge, Mass. Robert Winsor, Weston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM A. GASTON,
WILLIAM A. BANCROFT,
FRANCIS H. PEABODY,
WALTER S. SWAN,
JAS. PHILLIPS, JR.,
JAS. M. PRENDERGAST,
ROBERT WINSOR,
WILLIAM S. SPAULDING,
FREDERICK AYER,
N. W. RICE,
Directors.
WILLIAM HOOPER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 26, 1900. Then personally appeared the above-named William A. Gaston, William A. Bancroft, Francis H. Peabody, Walter S. Swan, James Phillips, Jr., James M. Prendergast, Robert Winsor, William S. Spaulding, Frederick Ayer, N. W. Rice and William Hooper, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN T. BURNETT,
Justice of the Peace.

REPORT

OF THE

BOSTON, MILTON & BROCKTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING FEBRUARY 10, 1900.

[Consolidated with the Brockton February 10, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$11,610 07
Operating expenses,	8,909 03
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,701 04
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,666 66
Interest and discount on unfunded debts and loans,	833 00
Taxes, State and local,	\$241 60
Taxes, commutation,	116 10
	357 70
Payments to sinking and other special funds:	
renewal suspense,	1,500 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	4,357 36
Deficit for period ending February 10, 1900,	\$1,656 32
Amount of surplus September 30, 1899,	1,959 65
TOTAL SURPLUS FEBRUARY 10, 1900,	\$303 33
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$11,610 07
GROSS EARNINGS FROM OPERATION,	\$11,610 07
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$302 00
General office expenses and supplies,	22 78
Legal expenses,	147 31
Insurance,	786 01
Other general expenses: store room, \$1.80; miscellaneous general expenses, \$218.16; internal revenue tax, \$8.50,	228 46

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$312 43
Repair of electric line construction,	34 60
Removal of snow and ice,	10 98
Repair of buildings,	10 61
Maintenance of equipment:	
Repair of cars and other vehicles,	231 40
Repair of electric equipment of cars,	126 96
Transportation expenses:	
Cost of electric motive power,	3,140 76
Wages and compensation of persons employed in conducting transportation,	3,265 20
Damages for injuries to persons and property,	42 25
Other transportation expenses: car service supplies, \$14.92; miscellaneous expenses, \$136.33; cleaning, oiling and sanding track, \$96.03,	247 28
TOTAL OPERATING EXPENSES,	\$8,909 03

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks,	\$582 35
New electric line construction,	269 03
Other additions to railway: engineering, etc.,	476 38
TOTAL ADDITIONS TO RAILWAY,	\$1,327 76
Additions to equipment:	
Additional cars,	\$853 92
Other additional rolling stock and vehicles:	
2 snow ploughs,	4,266 78
Other additions to equipment: tools,	65 14
TOTAL ADDITIONS TO EQUIPMENT,	5,185 84
Additions to land and buildings: additional land necessary for operation of railway,	
	268 54
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$6,782 14

GENERAL BALANCE SHEET FEBRUARY 10, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$147,872 03	
Electric line construction, including poles, wiring, feeder lines, etc.,	51,543 20	
Interest accrued during construction of railway,	5,036 50	
Engineering and other expenses incident to construction,	11,672 46	
TOTAL COST OF RAILWAY OWNED,		\$216,124 19
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$43,374 52	
Other items of equipment: tools, office furniture and miscellaneous,	609 54	
TOTAL COST OF EQUIPMENT OWNED,		43,984 06

Cost of land and buildings :			
Land necessary for operation of railway, . .	\$4,383 96		
Buildings necessary for operation of railway, . .	11,830 27		
TOTAL COST OF LAND AND BUILDINGS OWNED, . .			\$16,214 23
TOTAL PERMANENT INVESTMENTS,			\$276,322 48
Cash and current assets :			
Cash,	\$3,078 94		
Bills and accounts receivable,	24 59		
Other cash and current assets: prepaid insurance,	416 16		
TOTAL CASH AND CURRENT ASSETS,			3,519 69
Miscellaneous assets: materials and supplies,			192 48
TOTAL,			\$280,034 65
LIABILITIES.		Cr.	
Capital stock,			\$120,000 00
Funded debt,			100,000 00
Current liabilities:			
Loans and notes payable,	\$47,500 00		
Audited vouchers and accounts,	9,910 27		
Miscellaneous current liabilities: outstanding tickets,	29 03		
TOTAL CURRENT LIABILITIES,			57,439 30
Accrued liabilities:			
Interest accrued and not yet due,	\$615 49		
Taxes accrued and not yet due,	176 53		
TOTAL ACCRUED LIABILITIES,			792 02
Sinking and other special funds: renewal suspense,			1,500 00
Profit and Loss balance (surplus),			303 33
TOTAL,			\$280,034 65
CAPITAL STOCK.			
Capital stock authorized by law,	\$120,000 00		
Capital stock authorized by votes of company,	120,000 00		
Capital stock issued and outstanding,			\$120,000 00
Number of shares issued and outstanding,	1,200		
Number of stockholders,	8		
Number of stockholders in Massachusetts,	8		
Amount of stock held in Massachusetts,	\$120,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage 20-year gold bonds, .	Per Cent. 5	July 1, 1919,	\$100,000 00	\$1,666 66

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to renewal fund,	\$1,500 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$1,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	251,662
Number carried per mile of main railway track operated, .	25,096
Number of round trips run,	8,486
Number of car miles run,	83,670
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	7	7	7	-
Open passenger cars,	8	8	-	-
TOTAL,	15	15	7	34
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Other railway rolling stock: work cars,	2
---	---

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	9.048 miles.
Length of second main track, . . . . .	.980 "
Total length of main track,	10.028 "
Length of sidings, switches, etc., . . . . .	.336 "
Total, computed as single track,	10.364 "

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Milton, Quincy and Randolph.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Oct. 15, 1899. — Collision with team; the occupants, a man and woman, slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, MILTON & BROCKTON STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Frederick H. Smith, *Clerk of Corporation*, Quincy, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Philip L. Saltonstall, Milton, Mass. Frederick H. Smith, Quincy, Mass. John R. Graham, Quincy, Mass. Eugene N. Foss, Boston, Mass. Gordon Abbott, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. GOODSPEED,
JOHN R. GRAHAM,
FRED'K H. SMITH,
Directors.
ALONZO F. WALTER,
Treasurer.
JOHN R. GRAHAM,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 6, 1900. Then personally appeared the above-named P. F. Sullivan, J. H. Goodspeed, John R. Graham, Fred'k H. Smith and Alonzo F. Walter, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

BOSTON & REVERE ELECTRIC STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$2,500 00
Dividends declared (5 per cent),	\$2,500 00
Amount of deficit September 30, 1899,	\$11,363 18
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$11,363 18
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	Dr.
Cost of railway:	
TOTAL COST OF RAILWAY OWNED,	\$73,815 23
Cost of equipment:	
TOTAL COST OF EQUIPMENT OWNED,	9,919 79
Cost of land and buildings:	
TOTAL COST OF LAND AND BUILDINGS OWNED,	4,901 80
TOTAL PERMANENT INVESTMENTS,	\$88,636 82
Profit and Loss balance (deficit),	11,363 18
TOTAL,	\$100,000 00
LIABILITIES.	Cr.
Capital stock,	\$50,000 00
Funded debt,	39,000 00
Current liabilities: Lynn & Boston Railroad Company, lessees (bonds retired),	11,000 00
TOTAL,	\$100,000 00

CAPITAL STOCK.			
Capital stock authorized by law,	\$50,000 00		
Capital stock authorized by votes of company,	50,000 00		
Capital stock issued and outstanding,			\$50,000 00
Number of shares issued and outstanding,	500		
Number of stockholders,	17		
Number of stockholders in Massachusetts,	14		
Amount of stock held in Massachusetts,	\$44,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Feb. 1, 1910, .	\$39,000 00	\$2,012 50*

RAILWAY OWNED.

Length of railway line,	1.867 miles.
Length of second main track,	1.867 "
Total length of main track,	3.734 "
Length of sidings, switches, etc., . . . . .	.111 "
Total, computed as single track,	3.845 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.684 miles.
Length of second main track, . . . . .	.684 "
Total length of main track,	1.368 "

Names of the several cities and towns in which the railway owned by the company is located: Boston (East Boston) and Revere.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, Lynn, Mass. Joseph H. Goodspeed, *Vice-President*, Boston, Mass. Charles Williams, *Treasurer and Clerk of Corporation*, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles Williams, Wakefield, Mass.

* Paid by lessee.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,
CHARLES WILLIAMS,
EDWIN L. STONE,
J. H. GOODSPEED,

Directors.

CHARLES WILLIAMS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 22, 1900. Then personally appeared the above-named Elwin C. Foster, Charles Williams, Edwin L. Stone and J. H. Goodspeed, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

BRISTOL COUNTY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$120,828 60	
Electric line construction, including poles, wiring, feeder lines, etc.,	5,443 00	
Interest accrued during construction of rail- way,	7,281 29	
Engineering and other expenses incident to construction,	4,892 84	
Other items of railway cost,	1,424 64	
TOTAL COST OF RAILWAY OWNED,		\$139,870 37
Cost of land and buildings:		
Land necessary for operation of railway,	\$4,346 29	
Electric power stations, including equipment,	4,812 39	
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,158 68
TOTAL PERMANENT INVESTMENTS,		\$149,029 05
Cash and current assets: cash,		41,070 95
TOTAL,		\$190,100 00
LIABILITIES.		Cr.
Capital stock,	\$120,000 00	
Current liabilities: loans and notes payable,	70,100 00	
TOTAL,		\$190,100 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$120,000 00	
Capital stock authorized by votes of company,	120,000 00	
Capital stock issued and outstanding,		\$120,000 00
Number of shares issued and outstanding,	1,200	
Number of stockholders,	30	
Number of stockholders in Massachusetts,	30	
Amount of stock held in Massachusetts,	\$120,000 00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRISTOL COUNTY STREET RAILWAY COMPANY,

53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George H. Swazey, *President*, 53 State Street, Boston, Mass. John H. Buttrick, *Vice-President*, Lowell, Mass. Chas. S. Cummings, 2d, *Treasurer*, 43 Milk Street, Boston, Mass. Douglas A. Brooks, *Clerk of Corporation and General Manager*, 53 State Street, Boston, Mass. Harry S. Williams, *General Counsel*, Taunton, Mass. William E. King, *Superintendent*, North Rehoboth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George H. Swazey, Malden, Mass. John H. Buttrick, Lowell, Mass. Chas. S. Cummings, 2d, Boston, Mass. Roger W. Babson, Gloucester, Mass. Harry S. Williams, Taunton, Mass. Douglas A. Brooks, South Braintree, Mass. Edward D. Hewins, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE H. SWAZEY,
JOHN H. BUTTRICK,
CHAS. S. CUMMINGS, 2d,
HARRY S. WILLIAMS,
DOUGLAS A. BROOKS,
Directors.
CHAS. S. CUMMINGS, 2d,
Treasurer.
WILLIAM E. KING,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 24, 1900. Then personally appeared the above-named John H. Buttrick, George H. Swazey, Charles S. Cummings, 2d, Douglas A. Brooks and Harry S. Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. D. HEWINS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. ATTLEBOROUGH, Oct. 27, 1900. Then personally appeared the above-named William E. King, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE F. BICKNELL,
Justice of the Peace.

REPORT

OF THE

BROCKTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		\$614,374 12
Operating expenses,		343,371 27
NET EARNINGS FROM OPERATION,		\$271,002 85
Miscellaneous income: income from park,		4,330 99
GROSS INCOME ABOVE OPERATING EXPENSES,		\$275,333 84
Charges upon income accrued during the year:		
Interest on funded debt,	\$55,301 81	
Interest and discount on unfunded debts and loans,	17,279 21	
Taxes, State and local,	\$23,064 61	
Taxes, commutation,	6,023 61	
	29,088 22	
Other deductions from income:		
Winter expense fund,	\$10,000 00	
Park expense,	14,537 00	
	24,537 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		126,206 24
NET DIVISIBLE INCOME,		\$149,127 60
Dividends declared:		
1½ per cent on \$700,000,	\$12,250 00	
2½ per cent on \$1,195,000,	29,875 00	
TOTAL DIVIDENDS DECLARED,		42,125 00
Surplus for the year ending September 30, 1900,		\$107,002 60
Amount of surplus September 30, 1899,		52,252 77
Credits to profit and loss account during the year: surplus of consolidated companies, viz:		
Boston, Milton & Brockton Street Railway Company,	\$303 33	
Taunton & Brockton Street Railway Company,	3,601 55	

Credits to profit and loss account, etc. — *Con.*

Brockton & East Bridgewater Street Railway Company,	\$1,829 19
Brockton, Bridgewater & Taunton Street Railway Company,	8,727 38
New Bedford, Middleborough & Brockton Street Railway Company,	26,122 53
Quincy & Boston Street Railway Company,	66,434 64

TOTAL CREDITS, \$107,018 62

Debits to profit and loss account during the year:

Adjustment of supplies account,	\$2,024 81
Old accounts charged off,	2,877 34
Reconstruction charged off,	10,000 00

TOTAL DEBITS, 14,902 15

NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . \$92,116 47

TOTAL SURPLUS SEPTEMBER 30, 1900, \$251,371 84

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$602,361 08
Receipts from carriage of mails,	1,364 66
Receipts from tolls for use of tracks by other companies,	5,104 54
Receipts from rentals of buildings and other property,	1,347 08
Receipts from advertising in cars,	2,210 43
Receipts from interest on deposits,	1,754 72
Other earnings from operation: miscellaneous,	231 61

GROSS EARNINGS FROM OPERATION, \$614,374 12

EXPENSES OF OPERATION.

General expenses:

Salaries of general officers and clerks,	\$16,835 98
General office expenses and supplies,	5,572 47
Legal expenses,	4,662 32
Insurance,	28,977 65
Other general expenses:	
Storeroom expenses,	885 45
Advertising,	3,240 54
Miscellaneous general expenses,	5,476 35
Internal revenue tax,	1,364 98

Maintenance of roadway and buildings:

Repair of roadbed and track,	13,783 35
Repair of electric line construction,	8,397 75
Removal of snow and ice,	689 51
Repair of buildings,	1,038 21

Maintenance of equipment:

Repair of cars and other vehicles,	22,905 34
Repair of electric equipment of cars,	18,284 45
Renewal of horses, harnesses, shoeing, etc.,	1,177 07

Transportation expenses:	
Cost of electric motive power, \$72,238.19; less power sold, \$12,598.06; net,	\$59,640 13
Wages and compensation of persons employed in conducting transportation,	134,576 17
Tolls for trackage over other railways,	2,628 76
Rentals of buildings and other property,	1,704 60
Other transportation expenses:	
Car service supplies,	1,927 09
Miscellaneous car service expenses,	4,418 87
Cleaning, oiling and sanding tracks,	5,184 23
TOTAL OPERATING EXPENSES,	\$343,371 27

PROPERTY ACCOUNTS.

Additions to railway:

Extension of tracks (length, 4,400 feet), guard rail and special work,	\$10,016 41
New electric line construction (length, 4,400 feet) and feeder,	7,033 52
Other additions to railway:	
Engineering, etc.,	1,633 87
Reconstruction,	272 83
Boston, Milton & Brockton Street Railway Company,*	216,124 19
Brockton, Bridgewater & Taunton Street Railway Company,*	364,287 03
Brockton & East Bridgewater Street Railway Company,*	65,838 81
Taunton & Brockton Street Railway Company,*	180,443 89
Quincy & Boston Street Railway Company,†	556,889 71
New Bedford, Middleborough & Brockton Street Railway Company,†	525,744 44
TOTAL ADDITIONS TO RAILWAY,	\$1,928,284 70

Additions to equipment:

Electric equipment of snow ploughs,	\$9,843 86
Other additional rolling stock and vehicles,	6,827 51
Other additions to equipment:	
Heaters, sand-boxes, scrapers, etc.,	993 41
Telephone system, tools, office furniture and fixtures,	3,795 11
Boston, Milton & Brockton Street Railway Company,*	43,984 06
Brockton, Bridgewater & Taunton Street Railway Company,*	74,231 23
Brockton & East Bridgewater Street Railway Company,*	16,472 89
Taunton & Brockton Street Railway Company,*	33,374 94
Quincy & Boston Street Railway Company,†	154,800 44
New Bedford, Middleborough & Brockton Street Railway Company,†	103,219 02
TOTAL ADDITIONS TO EQUIPMENT,	447,542 47

* Consolidated with Brockton Street Railway Company, February 10, 1900.

† Consolidated with Brockton Street Railway Company, July 18, 1900.

Additions to land and buildings:		
Additional land and buildings necessary for operation of railway,	\$64,721 31	
New electric power stations, including machinery, etc.,	4,365 66	
Additional equipment of power stations,	631 76	
Other new buildings necessary for operation of railway:		
Boston, Milton & Brockton Street Railway Company,*	16,214 23	
Brockton, Bridgewater & Taunton Street Railway Company,*	107,746 53	
Brockton & East Bridgewater Street Railway Company,*	13,457 44	
Quincy & Boston Street Railway Company,†	212,820 64	
New Bedford, Middleborough & Brockton Street Railway Company,†	107,452 38	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		\$527,409 95
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$2,903,237 12
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Cars and other vehicles,	\$150 00	
Power stations and machinery,	310 00	
Tools and machinery,	356 70	
Reconstruction,	10,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		10,816 70
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$2,892,420 42

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

	ASSETS.	Dr.
Cost of railway:		
Roadbed and tracks,	\$2,080,128 07	
Electric line construction, including poles, wiring, feeder lines, etc.,	451,209 12	
Interest accrued during construction of railway,	137,808 39	
Engineering and other expenses incident to construction,	98,700 38	
Other items of railway cost: reconstruction Hough's Neck line,	16,729 49	
TOTAL COST OF RAILWAY OWNED,		\$2,784,575 45
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$402,144 40	
Electric equipment of same,	369,771 08	
Horses,	1,098 04	
Other items of equipment: tools, machinery, harnesses, etc.,	40,090 75	
TOTAL COST OF EQUIPMENT OWNED,		813,104 27

* Consolidated with Brockton Street Railway Company, February 10, 1900.

† Consolidated with Brockton Street Railway Company, July 18, 1900.

Cost of land and buildings :		
Land and buildings necessary for operation of railway,	\$336,829 29	
Electric power stations, including equipment,	481,475 61	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$818,304 90
Other permanent property : Highland Park,		68,137 94
TOTAL PERMANENT INVESTMENTS,		\$4,484,122 56
Cash and current assets :		
Cash,	\$195,029 96	
Bills and accounts receivable,	21,304 95	
Other cash and current assets : prepaid insurance, interest and taxes,	16,335 46	
TOTAL CASH AND CURRENT ASSETS,		232,670 37
Miscellaneous assets :		
Materials and supplies,	\$88,712 02	
Other assets and property : fire account of Quincy & Boston Street Railway Co.,	3,210 63	
TOTAL MISCELLANEOUS ASSETS,		91,922 65
TOTAL,		\$4,808,715 58
LIABILITIES.		Cr.
Capital stock,		\$2,312,400 00
Funded debt,		1,540,000 00
Current liabilities :		
Loans and notes payable,	\$540,000 00	
Audited vouchers and accounts,	106,449 64	
Miscellaneous current liabilities : outstanding tickets,	684 19	
TOTAL CURRENT LIABILITIES,		647,133 83
Accrued liabilities :		
Interest accrued and not yet due,	\$15,280 42	
Taxes accrued and not yet due,	8,499 33	
TOTAL ACCRUED LIABILITIES,		23,779 75
Sinking and other special funds :		
Accident fund,	\$2,282 45	
Renewal fund,	21,747 71	
Winter expense fund,	10,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		34,030 16
Profit and Loss balance (surplus),		251,371 84
TOTAL,		\$4,808,715 58
CAPITAL STOCK.		
Capital stock authorized by law,	\$2,312,400 00	
Capital stock authorized by votes of company,	2,312,400 00	
Capital stock issued and outstanding,		\$2,312,400 00
Number of shares issued and outstanding,	23,124	
Number of stockholders,	32	
Number of stockholders in Massachusetts,	31	
Amount of stock held in Massachusetts,	\$2,312,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Brockton Street Railway Company first mortgage bonds,	5	Oct. 1, 1924,	\$667,000 00	\$33,218 06
Brockton Street Railway Company debenture bonds,	4½	April 1, 1905,	9,000 00	405 00
Brockton Street Railway Company debenture bonds,	4½	April 1, 1906,	25,000 00	1,147 50
Brockton Street Railway Company debenture bonds,	4½	April 1, 1910,	33,000 00	1,575 00
Brockton Street Railway Company debenture bonds,	5	Jan. 1, 1912,	16,000 00	800 00
Brockton, Bridgewater & Taunton Street Railway Company first mortgage bonds,	5	Aug. 1, 1917,	200,000 00	6,666 66
Taunton & Brockton Street Railway Company first mortgage bonds,	5	Aug. 1, 1917,	100,000 00	3,333 33
Brockton & East Bridgewater Street Railway Company first mortgage bonds,	5	Feb. 1, 1918,	30,000 00	1,000 00
Boston, Milton & Brockton Street Railway Company first mortgage bonds,	5	July 1, 1919,	100,000 00	3,333 34
New Bedford, Middleborough & Brockton Street Railway Company first mortgage bonds,	5	Jan. 1, 1920,	325,000 00	3,385 42
Braintree Street Railway Company bonds,	6	July 25, 1914,	35,000 00	437 50
TOTALS,			\$1,540,000 00	\$55,301 81

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of accident fund,	\$9,813 64
Amount, September 30, 1899, of renewal fund,	28,430 00
TOTAL, SEPTEMBER 30, 1899,	\$38,243 64
Additions during the year to winter expense fund,	\$10,000 00
Additions during the year to accident fund,	2,295 54
Additions during the year to renewal fund,	18,472 29
	30,767 83
TOTAL, INCLUDING ADDITIONS,	\$69,011 47
Deductions during the year from accident fund,	\$9,826 73
Deductions during the year from renewal fund,	25,154 58
	34,981 31
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$34,030 16

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	11,985,866
Number carried per mile of main railway track operated,	73,667
Number of round trips run,	336,517
Number of car miles run,	2,565,023
Average number of persons employed,	375

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	108	-	108	108	108	-
Open passenger cars,	151	3	154	151	-	-
TOTAL,	259	3	262	259	108	521

	Equipped for Electric Power.	Trailers.	Equipped with Fenders.
Platform freight cars,	1	1	-
Work cars,	8	7	8
Other cars, sand,	4	2	4
TOTAL,	13	10	12
Snow ploughs,	38	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	13
Other railway rolling stock :	
Line construction platform trucks,	2
Line construction wagons,	3
Milburn line hurry-up wagon,	1
Other highway vehicles : express wagons,	4
Horses,	10
Harnesses (double, 3; single, 7),	10
Other items of equipment :	
Snow leveller,	6
Road construction scraper,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	147.016	6.404	153.420
Length of second main track,	8.554	.730	9.284
TOTAL LENGTH OF MAIN TRACK,	155.570	7.134	162.704
Length of sidings, switches, etc.,	12.508	-	12.508
TOTAL, COMPUTED AS SINGLE TRACK,	168.078	7.134	175.212

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,211 miles.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Quincy, Boston, Taunton, New Bedford, Randolph, Avon, Holbrook, Stoughton, Whitman, Easton, Braintree, Weymouth, Milton, West Bridgewater, East Bridgewater, Bridgewater, Raynham, Middleborough, Lakeville and Freetown.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (6 in number), viz.:		
With New York, New Haven & Hartford Railroad, South Avenue, Whitman,	4	1
With New York, New Haven & Hartford Railroad, Park Street, Stoughton,	2	1
With New York, New Haven & Hartford Railroad, Turnpike Street, Easton,	1	1
With New York, New Haven & Hartford Railroad, Dean Street, Taunton,	2	1
With New York, New Haven & Hartford Railroad, Central Street, East Bridgewater,	2	1
With New York, New Haven & Hartford Railroad, Water Street, Quincy,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	14	6

Number of above crossings at which *frogs* are inserted in the tracks, . . 6

GENERAL REMARKS AND EXPLANATIONS.

Additions to system by consolidations: February 10, 1900, Brockton, Bridgewater & Taunton Street Railway Company; February 10, 1900, Brockton & East Bridgewater Street Railway Company; February 10, 1900, Boston, Milton & Brockton Street Railway Company; February 10, 1900, Taunton & Brockton Street Railway Company; July 18, 1900, New Bedford, Middleborough & Brockton Street Railway Company; July 18, 1900, Quincy & Boston Street Railway Company.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTALS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	17	-	19
Employees,	-	-	-	1	-	1
Other persons,	-	-	1	12	1	12
TOTALS,	-	2	1	30	1	32

STATEMENT OF EACH ACCIDENT.

Oct. 18, 1899. — Collision with buggy which was crossing track in front of car; the two occupants (man and woman) were slightly injured.

March 19, 1900. — Man fell from rear platform; arm broken and skull fractured.

April 3. — Man stepped from moving car and fell; slight cut on head.

May 17. — Woman stepped from car into surface drain; ankle sprained.

May 19. — Collision with team; man thrown out and slightly injured.

May 25. — Collision with team; man thrown out and slightly injured.

June 3. — Man fell while stepping from moving car; slight cut on head.

June 6. — Girl crossed track in front of moving car and fell on fender; injured slightly.

June 10. — Child ran into car and was knocked down; wheel crushed two toes.

June 24. — Small boy fell from moving car; slightly bruised.

June 26. — Woman jumped from moving car and fell; injuries slight.

June 27. — Woman stepped from moving car and fell; injuries slight.

July 5. — Car derailed by broken axle; two men injured slightly.

July 19. — Intoxicated man lying on track was run over by car and killed.

July 22. — Intoxicated man fell from moving car; slight scalp wound.

July 22. — Man stepped from moving car and fell; slight scalp wound.

July 29. — Conductor fell from moving car and was quite seriously injured.

July 31. — Woman and child ran in front of moving car; child was caught on fender and slightly injured, woman fell over fender and was quite seriously injured.

August 3. — Man stepped from moving car and sprained ankle.

August 6. — Man stepped from moving car and fell; injuries serious

August 18. — Man stepped from moving car and fell; injuries slight.

August 21. — Collision with wagon; man thrown out and cut on head.

August 25. — Woman stepped from moving car and fell; injuries slight.

September 2. — Collision with team; the occupants, a man, woman and child, slightly injured.

September 2. — Lady jumped from moving car and fell; head cut.

September 5. — Man stepped from moving car and fell; slight injuries.

September 10. — Man stepped from moving car and fell; seriously injured.

September 13. — Lady fell while leaving car; knee hurt.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON STREET RAILWAY COMPANY,

203 MAIN STREET, BROCKTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

P. F. Sullivan, *President*, Boston, Mass. John P. Morse, *Vice-President*, Brockton, Mass. J. H. Goodspeed, *Treasurer*, Boston, Mass. Henry E. Reynolds, *Clerk of Corporation*, Brockton, Mass. D. Dana Bartlett, *Auditor*, Boston, Mass. E. C. Foster, *General Manager*, Boston, Mass. Horace B. Rogers, *Superintendent*, Brockton, Mass. C. F. Bancroft, *Electrical Engineer*, Boston, Mass. Fred Taylor, *Purchasing Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

P. F. Sullivan, Lowell, Mass. J. H. Goodspeed, Boston, Mass. William Jones, Brockton, Mass. John P. Morse, Brockton, Mass. Horace B. Rogers, Brockton, Mass. Fred B. Howard, Brockton, Mass. John R. Graham, Quincy, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED B. HOWARD,
WILLIAM JONES,
JOHN P. MORSE,
HORACE B. ROGERS,
J. H. GOODSPEED,
P. F. SULLIVAN,
Directors.
J. H. GOODSPEED,
Treasurer.
HORACE B. ROGERS,
General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 3, 1900. Then personally appeared the above-named Fred B. Howard, William Jones and John P. Morse, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

SEWALL P. HOWARD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 5, 1900. Then personally appeared the above-named Horace B. Rogers, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 5, 1900. Then personally appeared the above-named P. F. Sullivan and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

BROCKTON, BRIDGEWATER & TAUNTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING FEBRUARY 10, 1900.

[Consolidated with the Brockton February 10, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$25,982 82
Operating expenses,	20,046 51
GROSS INCOME ABOVE OPERATING EXPENSES,	\$5,936 31
Charges upon income accrued during the year :	
Interest on funded debt,	\$3,333 34
Interest and discount on unfunded debts and loans,	1,947 41
Taxes, State and local,	\$1,127 64
Taxes, commutation,	251 38
	1,379 02
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	6,659 77
Deficit for the period ending February 10, 1900,	\$723 46
Amount of surplus September 30, 1899,	9,450 84
TOTAL SURPLUS FEBRUARY 10, 1900,	\$8,727 38
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$25,137 75
Receipts from carriage of mails,	245 05
Receipts from tolls for use of tracks by other companies, .	480 68
Receipts from advertising in cars,	95 34
Receipts from interest on deposits,	24 00
GROSS EARNINGS FROM OPERATION,	\$25,982 82
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$662 73
General office expenses and supplies,	72 48
Legal expenses,	424 68
Insurance,	1,378 68

General expenses — *Concluded.*

Other general expenses :	
Store-room expense,	\$125 68
Internal revenue tax,	19 40
Miscellaneous general expense,	428 67
Maintenance of roadway and buildings :	
Repair of roadbed and track,	921 24
Repair of electric line construction,	573 19
Removal of snow and ice,	17 30
Repair of buildings,	313 22
Maintenance of equipment :	
Repair of cars and other vehicles,	1,330 83
Repair of electric equipment of cars,	570 53
Renewal of horses, harnesses, shoeing, etc.,	61 13
Transportation expenses :	
Cost of electric motive power, \$9,377.52; less power sold, \$4,349.49; net,	5,028 03
Wages and compensation of persons employed in conduct- ing transportation,	7,009 11
Damages for injuries to persons and property,	353 50
Tolls for trackage over other railways,	105 81
Rentals of buildings and other property,	85 55
Other transportation expenses :	
Car service supplies,	90 31
Miscellaneous car service expenses,	248 44
Cleaning, oiling and sanding track,	226 00
TOTAL OPERATING EXPENSES,	\$20,046 51

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (special work),	\$1,661 75*
New electric line construction,	80 73†
Other additions to railway: land damages, account of street widening, as per fran- chise requirements,	829 65
TOTAL ADDITIONS TO RAILWAY,	\$2,572 13
Additions to equipment :	
Electric equipment,	\$170 45
Other additions to equipment: four double truck snow scrapers, sand boxes, etc.,	971 65
TOTAL ADDITIONS TO EQUIPMENT,	1,142 10
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$3,714 23

GENERAL BALANCE SHEET FEBRUARY 10, 1900.

ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$282,459 57
Electric line construction, including poles, wiring, feeder lines, etc.,	68,418 11
Engineering and other expenses incident to construction,	13,409 35
TOTAL COST OF RAILWAY OWNED,	\$364,287 03

* Special work for connecting with tracks of Brockton Street Railway Company.

† Connecting with Brockton Street Railway Company.

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$33,068 09	
Electric equipment of same,	29,466 72	
Other items of equipment: snow ploughs, tools and wagons,	11,696 42	
TOTAL COST OF EQUIPMENT OWNED,		\$74,231 23
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,280 00	
Electric power stations, including equipment,	85,987 99	
Other buildings necessary for operation of railway,	20,478 54	
TOTAL COST OF LAND AND BUILDINGS OWNED,		107,746 53
TOTAL PERMANENT INVESTMENTS,		\$546,264 79
Cash and current assets:		
Cash,	\$4,733 28	
Bills and accounts receivable,	3,182 57	
Other cash and current assets: prepaid in- surance and interest,	1,426 99	
TOTAL CASH AND CURRENT ASSETS,		9,342 84
TOTAL,		\$555,607 63
LIABILITIES.		CR.
Capital stock,		\$225,000 00
Funded debt,		200,000 00
Current liabilities:		
Loans and notes payable,	\$100,475 00	
Audited vouchers and accounts,	20,023 55	
Miscellaneous current liabilities: outstand- ing tickets,	94 04	
TOTAL CURRENT LIABILITIES,		120,592 59
Accrued liabilities:		
Interest accrued and not yet due,	\$754 37	
Taxes accrued and not yet due,	533 29	
TOTAL ACCRUED LIABILITIES,		1,287 66
Profit and Loss balance (surplus),		8,727 88
TOTAL,		\$555,607 63
CAPITAL STOCK.		
Capital stock authorized by law,	\$225,000 00	
Capital stock authorized by votes of company,	225,000 00	
Capital stock issued and outstanding,		\$225,000 00
Number of shares issued and outstanding,	2,250	
Number of stockholders,	17	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	\$224,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . .	Per Cent. 5	Aug. 1, 1907,	\$200,000 00	\$3,333 34

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	515,526
Number carried per mile of main railway track operated, .	24,944
Number of round trips run,	22,327
Number of car miles run,	168,237
Average number of persons employed,	50

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	11	11	11	-
Open passenger cars,	13	13	-	-
TOTAL,	24	24	11	56
Snow ploughs,	4	-	-	-

MISCELLANEOUS EQUIPMENT.

Snow sleds,	3
Other highway vehicles: wagons,	2
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 20.463	Miles. .204	Miles. 20.667
Length of sidings, switches, etc., . . . . .	.707	-	.707
TOTAL, COMPUTED AS SINGLE TRACK,	21.170	.204	21.374

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Taunton, West Bridgewater, Bridgewater and Raynham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, Dean Street, Taunton,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	8	-	-	-	8
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	1	1	1
TOTALS,	-	8	1	1	1	9

STATEMENT OF EACH ACCIDENT.

Oct. 17, 1900. — Head-on collision in fog; eight persons injured from shock.

October 29. — Collision with team; occupant of team thrown out and killed.

November 13. — Child ran in front of car; caught in fender, scalp wound.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON, BRIDGEWATER & TAUNTON STREET RAILWAY CO.,
203 MAIN STREET, BROCKTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

H. B. Rogers, *President*, Brockton, Mass. John P. Morse, *Vice-President*, Brockton, Mass. Henry E. Reynolds, *Treasurer and Clerk of Corporation*, Brockton, Mass. Horace B. Rogers, *General Manager*, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. H. Goodspeed, Boston, Mass. F. B. Howard, Brockton, Mass. Wm. Jones, Brockton, Mass. H. B. Rogers, Brockton, Mass. Henry E. Reynolds, Brockton, Mass. John P. Morse, Brockton, Mass. P. F. Sullivan, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED B. HOWARD,
WILLIAM JONES,
JOHN P. MORSE,
HENRY E. REYNOLDS,
HORACE B. ROGERS,
J. H. GOODSPEED,
P. F. SULLIVAN,
Directors.
HENRY E. REYNOLDS,
Treasurer.
HORACE B. ROGERS,
General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 3, 1900. Then personally appeared the above-named Fred B. Howard, William Jones, John P. Morse and Henry E. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, SEWALL P. HOWARD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 5, 1900. Then personally appeared the above-named Horace B. Rogers, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, HENRY E. REYNOLDS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 5, 1900. Then personally appeared the above-named P. F. Sullivan and J. H. Goodspeed, and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

BROCKTON & EAST BRIDGEWATER STREET RAILWAY COMPANY

FOR THE PERIOD ENDING FEBRUARY 10, 1900.

[Consolidated with the Brockton, February 10, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,072 65
Operating expenses,	4,822 34
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,250 31
Charges upon income accrued during the year:	
Interest on funded debt,	\$500 00
Interest and discount on unfunded debts and loans,	267 11
Taxes, State and local,	\$213 50
Taxes, commutation,	70 33
	283 83
Other deductions from income: renewal sus- pense,	1,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,050 94
Surplus for the period ending February 10, 1900,	\$199 37
Amount of surplus September 30, 1899,	1,629 82
TOTAL SURPLUS FEBRUARY 10, 1900,	\$1,829 19
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$7,033 46
Receipts from advertising in cars,	17 87
Receipts from interest on deposits,	21 32
GROSS EARNINGS FROM OPERATION,	\$7,072 65
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$200 80
General office expenses and supplies,	16 27
Legal expenses,	93 35
Insurance,	323 34

General expenses — <i>Concluded.</i>	
Other general expenses:	
Storeroom expenses,	\$2 65
Internal revenue tax,	3 08
Miscellaneous general expense,	204 08
Maintenance of roadway and buildings:	
Repair of roadbed and track,	102 45
Repair of electric line construction,	11 13
Removal of snow and ice,	13 78
Repair of buildings,	12 50
Maintenance of equipment:	
Repair of cars and other vehicles,	179 96
Repair of electric equipment of cars,	154 74
Transportation expenses:	
Cost of electric motive power,	1,204 85
Wages and compensation of persons employed in conducting transportation,	1,581 75
Damages for injuries to persons and property,	35 00
Tolls for trackage over other railways,	447 67
Rentals of buildings and other property,	27 75
Other transportation expenses:	
Car service supplies,	9 87
Miscellaneous car service expenses,	90 91
Cleaning, oiling and sanding track,	106 41
TOTAL OPERATING EXPENSES,	\$4,822 34

GENERAL BALANCE SHEET FEBRUARY 10, 1900.

ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks,	\$49,692 36
Electric line construction, including poles, wiring, feeder lines, etc.,	13,691 09
Engineering and other expenses incident to construction,	2,455 36
TOTAL COST OF RAILWAY OWNED,	\$65,838 81
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$7,722 00
Electric equipment of same,	6,660 59
Other items of equipment: snow ploughs, tools, etc.,	2,090 30
TOTAL COST OF EQUIPMENT OWNED,	16,472 89
Cost of land and buildings:	
Land necessary for operation of railway,	\$500 00
Buildings necessary for operation of railway,	12,957 44
TOTAL COST OF LAND AND BUILDINGS OWNED,	13,457 44
TOTAL PERMANENT INVESTMENTS,	\$95,769 14
Cash and current assets:	
Cash,	\$2,140 97
Other cash and current assets: prepaid insurance and interest,	390 70
TOTAL CASH AND CURRENT ASSETS,	2,531 67
TOTAL,	\$98,300 81

LIABILITIES.		Cr.
Capital stock,		\$50,000 00
Funded debt,		30,000 00
Current liabilities:		
Loans and notes payable,	\$15,200 00	
Audited vouchers and accounts,	91 08	
Miscellaneous current liabilities: outstand- ing tickets,	56 83	
TOTAL CURRENT LIABILITIES,		15,347 91
Accrued liabilities: taxes accrued and not yet due,		123 71
Sinking and other special funds: renewal suspense,		1,000 00
Profit and Loss balance (surplus),		1,829 19
TOTAL,		\$98,300 81
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	10	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	\$50,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Feb. 1, 1918,	\$30,000 00	\$500 00

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to renewal fund,	\$1,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$1,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	144,604
Number carried per mile of main railway track operated,	15,572
Number of round trips run,	5,460
Number of car miles run,	36,442
Average number of persons employed,	12

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	3	3	-
Open passenger cars,	3	3	-	-
TOTAL,	6	6	3	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILROAD OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	4.195	5.091	9.286
Length of sidings, switches, etc., . . . . .	.130	-	.130
TOTAL, COMPUTED AS SINGLE TRACK,	4.325	5.091	9.416

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, West Bridgewater and East Bridgewater.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Central Street, East Bridgewater,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Oct. 2, 1900. — Man stepped from moving car and fell; shoulder dislocated.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON & EAST BRIDGEWATER STREET RAILWAY COMPANY,

203 MAIN STREET, BROCKTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

H. B. Rogers, *President*, Brockton, Mass. John P. Morse, *Vice-President*, Brockton, Mass. Henry E. Reynolds, *Treasurer and Clerk of Corporation*, Brockton, Mass. Horace B. Rogers, *General Manager*, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. H. Goodspeed, Boston, Mass. F. B. Howard, Brockton, Mass. Wm. Jones, Brockton, Mass. H. B. Rogers, Brockton, Mass. Henry E. Reynolds, Brockton, Mass. John P. Morse, Brockton, Mass. P. F. Sullivan, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED B. HOWARD,
WILLIAM JONES,
JOHN P. MORSE,
HENRY E. REYNOLDS,
HORACE B. ROGERS,
J. H. GOODSPEED,
P. F. SULLIVAN, *Directors*
HENRY E. REYNOLDS, *Treasurer.*
HORACE B. ROGERS,
 General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 3, 1900. Then personally appeared the above-named Fred B. Howard, William Jones, John P. Morse and Henry E. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

SEWALL P. HOWARD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 5, 1900. Then personally appeared the above-named Horace B. Rogers, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 5, 1900. Then personally appeared the above-named P. F. Sullivan and J. H. Goodspeed, and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT OF THE BROCKTON & PLYMOUTH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation July 17, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$6,635 45
Operating expenses,	4,797 55
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,837 90
Charges upon income accrued during the year:	
Taxes, State and local, \$1,205 80	
Taxes, commutation, 66 35	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,272 15
Surplus for the year ending September 30, 1900,	\$565 75
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$565 75
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$6,610 45
Receipts from advertising in cars,	25 00
GROSS EARNINGS FROM OPERATION,	\$6,635 45
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$12 00
General office expenses and supplies,	45 28
Insurance,	90 29
Other general expenses: directors' fees, travelling expenses, etc.,	452 19
Maintenance of equipment: repair of cars and other vehicles,	9 24
Transportation expenses:	
Cost of electric motive power, \$3,488.29; less power sold, \$1,083.44; net,	2,404 85
Wages and compensation of persons employed in conducting transportation,	1,106 63
Damages for injuries to persons and property,	16 80
Other transportation expenses: car house expense, lubricant and waste and other car supplies,	660 27
TOTAL OPERATING EXPENSES,	\$4,797 55

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$66,371	20
Electric line construction, including poles, wiring, feeder lines, etc.,	44,192	79
TOTAL COST OF RAILWAY OWNED,		\$110,563 99
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$13,501	85
Electric equipment of same,	11,495	20
TOTAL COST OF EQUIPMENT OWNED,		24,997 05
Cost of land and buildings :		
Land necessary for operation of railway,	\$7,000	00
Electric power stations, including equipment,	123,092	73
TOTAL COST OF LAND AND BUILDINGS OWNED,		130,092 73
TOTAL PERMANENT INVESTMENTS,		\$265,653 77
Cash and current assets :		
Cash,	\$2,332	88
Bills and accounts receivable,	1,589	61
TOTAL CASH AND CURRENT ASSETS,		3,922 49
Miscellaneous assets :		
Materials and supplies,	\$780	81
Other assets and property : unexpired insurance,	677	11
TOTAL MISCELLANEOUS ASSETS,		1,457 92
TOTAL,		\$271,034 18
LIABILITIES.		Cr.
Capital stock,		
		\$150,000 00
Current liabilities :		
Loans and notes payable,	\$85,000	00
Audited vouchers and accounts,	35,094	39
Salaries and wages,	307	69
TOTAL CURRENT LIABILITIES,		120,402 08
Accrued liabilities : taxes accrued and not yet due,		66 35
Profit and Loss balance (surplus),		565 75
TOTAL,		\$271,034 18
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000	00
Capital stock authorized by votes of company,	150,000	00
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	25	
Number of stockholders in Massachusetts,	25	
Amount of stock held in Massachusetts,	\$150,000	00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	151,403
Number carried per mile of main railway track operated, .	10,932
Number of round trips run,	1,250
Number of car miles run,	27,062
Average number of persons employed,	22
Company commenced operation July 17, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	5	5	5	20
Open passenger cars,	-	-	-	-
TOTAL,	5	5	5	20

MISCELLANEOUS EQUIPMENT.

Highway vehicles: trolley wagon,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	6.494	7.356*	13.850
Length of sidings, switches, etc., . . . . .	.477	.341	.818
TOTAL, COMPUTED AS SINGLE TRACK,	6.971	7.697*	14.668

System of electric motive power in use by the company: General Electric; overhead.

Names of the several cities and towns in which the railways operated by the company are located: Whitman, Hanson, Pembroke and Kingston.

* The railways of this (Brockton & Plymouth) company and of the Pembroke Street Railway Company being in process of consolidation, this 7.697 miles belonging to said Pembroke company has been operated and treated as if a part of this company's line. This return, therefore, so far as operating receipts and expenses are concerned, covers both of said railways.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	1	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	1	-	1	-	2

STATEMENT OF EACH ACCIDENT.

Aug. 23, 1900. — Car jumped rail; man slightly injured.

September 30. — Man stepped from moving car; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON & PLYMOUTH STREET RAILWAY COMPANY,

93 FEDERAL STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

W. Cameron Forbes, *President*, Boston, Mass. Charles H. French, *Vice-President*, Canton, Mass. Edmund J. B. Huntoon, *Treasurer and General Manager*, Boston, Mass. Eliot Wadsworth, *Clerk of Corporation*, Boston, Mass. Dennis G. Trayers, *Superintendent*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

W. Cameron Forbes, Westwood, Mass. Charles H. French, Canton, Mass. Edmund J. B. Huntoon, Canton, Mass. Charles A. Stone, Newton, Mass. Edwin S. Webster, Chestnut Hill, Mass. Walter E. Damon, Bryantville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. CAMERON FORBES,
CHARLES A. STONE,
EDWIN S. WEBSTER,
E. J. B. HUNTOON,
E. J. B. HUNTOON, *Directors.*
E. J. B. HUNTOON, *Treasurer.*
E. J. B. HUNTOON,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 30, 1900. Then personally appeared the above-named W. Cameron Forbes, Charles A. Stone, Edwin S. Webster and E. J. B. Huntoon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. E. TRIPP,
Justice of the Peace.

REPORT

OF THE

CITIZENS' ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$76,848 41
Operating expenses,	42,797 06
GROSS INCOME ABOVE OPERATING EXPENSES,	\$34,051 35
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$7,232 00
Taxes, State and local,	\$2,690 68
Taxes, commutation,	762 11
	3,452 79
Other deductions from income: amusements,	33 75
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	10,718 54
Surplus for the year ending September 30, 1900,	\$23,332 81
Amount of surplus September 30, 1899,	12,778 67
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$36,111 48
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$76,212 29
Receipts from tolls for use of tracks by other companies,	117 55
Receipts from rentals of buildings and other property,	218 57
Receipts from advertising in cars,	300 00
GROSS EARNINGS FROM OPERATION,	\$76,848 41
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,425 86
General office expenses and supplies,	327 72
Insurance,	2,448 01
Other general expenses: revenue stamps, telephones, printing, tickets, etc.,	2,079 35
Maintenance of roadway and buildings:	
Repair of roadbed and track,	448 09
Repair of electric line construction,	322 29
Removal of snow and ice,	1,034 97
Repair of buildings,	110 44

Maintenance of equipment:

Repair of cars and other vehicles,	\$2,291 78
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Repair of electric equipment of cars,	1,400 00
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Transportation expenses:

Cost of electric motive power, \$14,243.74; less power sold, \$3,370.88; net,	10,872 86
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Wages and compensation of persons employed in conduct- ing transportation,	17,859 66
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Damages for injuries to persons and property,	744 27
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Other transportation expenses: oil, grease, waste, etc.,	431 76
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TOTAL OPERATING EXPENSES,	\$42,797 06
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PROPERTY ACCOUNTS.

Additions to railway: amount expended in completing recon-
struction and equipment of railway,

\$153,955 50

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

DR.

Cost of railway:

Roadbed and tracks,	\$199,692 00
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Electric line construction, including poles, wiring, feeder lines, etc.,	61,223 55
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Engineering and other expenses incident to construction,	5,642 50
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TOTAL COST OF RAILWAY OWNED,	\$266,558 05
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Cost of equipment:

Cars and other rolling stock and vehicles,	\$32,900 00
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Electric equipment of same,	20,200 00
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Other items of equipment,	4,290 46
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TOTAL COST OF EQUIPMENT OWNED,	57,390 46
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Cost of land and buildings:

Electric power stations, including equip- ment,	\$63,000 00
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Other buildings necessary for operation of railway, including lands,	22,150 00
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TOTAL COST OF LAND AND BUILDINGS OWNED,	85,150 00
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TOTAL PERMANENT INVESTMENTS,	\$409,098 51
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Cash and current assets:

Cash,	\$12,406 95
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Bills and accounts receivable,	5,248 51
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Other cash and current assets:

Prepaid insurance,	4,481 22
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Prepaid interest,	946 04
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TOTAL CASH AND CURRENT ASSETS,	23,082 72
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Miscellaneous assets: materials and supplies,	2,008 63
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TOTAL,	\$434,189 86
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LIABILITIES.		Cr.	
Capital stock,			\$190,000 00
Current liabilities:			
Loans and notes payable,	\$200,160 90		
Audited vouchers and accounts,	6,218 83		
TOTAL CURRENT LIABILITIES,			206,379 73
Accrued liabilities:			
Interest accrued and not yet due,	\$936 53		
Taxes accrued and not yet due,	762 12		
TOTAL ACCRUED LIABILITIES,			1,698 65
Profit and Loss balance (surplus),			36,111 48
TOTAL,			\$434,189 86
CAPITAL STOCK.			
Capital stock authorized by law,	\$190,000 00		
Capital stock authorized by votes of company,	190,000 00		
Amount paid in on 1,900 shares not yet issued,			\$190,000 00
Number of stockholders,	27		
Number of stockholders in Massachusetts,	26		
Amount of stock held in Massachusetts,	\$185,000 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,505,292
Number carried per mile of main railway track operated,	82,351
Number of round trips run,	50,958
Number of car miles run,	342,789
Average number of persons employed,	50

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	14	-	14	14	14	28
Open passenger cars,	15	6	21	15	-	12
TOTALS,	29	6	35	29	14	40
Platform freight cars,	4	-	-	-	-	-
Snow ploughs,	3	1	-	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	3
Other highway vehicles: 1 Goddard buggy, 1 Concord wagon, 2 line wagons,	4
Horses,	3
Harnesses (double, 2; single, 2),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILROAD OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	17.710	.569	18.279
Length of sidings, switches, etc., . . . . .	.804	-	.804
TOTAL, COMPUTED AS SINGLE TRACK,	18.514	.569	19.083

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newburyport, Newbury, Amesbury and Merrimac.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With Boston & Maine Railroad, Purchase Street, Newburyport, .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	6	-	8
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	1	-	1
TOTALS,	-	2	-	8	-	10

STATEMENT OF EACH ACCIDENT.

Nov. 11, 1899. — Man slipped off step; slight injuries.

November 15. — Man came in contact with pole while stealing a ride; shoulder broken.

November 23. — Man stepped in front of moving car; slight injury.

July 9, 1900. — Car collided with baker's wagon, throwing driver out; slight injuries.

August 5. — Man standing on running-board received a blow on head by coming in contact with pole.

August 17. — Man came in contact with pole; slight bruise on body.

September 3. — Man jumped off car while in motion; received injuries about the head.

September 8. — Man fell off running-board, while under influence of liquor; badly bruised.

September 18. — Two children injured by rear-end collision.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CITIZENS' ELECTRIC STREET RAILWAY COMPANY,
NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William M. Butler, *President*, Boston, Mass. Alex. B. Bruce, *Vice-President*, Lawrence, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Charles C. Benson, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William M. Butler, Boston, Mass. Alex. B. Bruce, Lawrence, Mass. Chas. C. Pierce, Brookline, Mass. Phineas W. Sprague, Malden, Mass. Edw. P. Shaw, Jr., Brookline, Mass. Geo. A. Butman, Malden, Mass. H. Fisher Eldredge, Portsmouth, N. H. Ewen R. McPherson, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

E. P. SHAW, JR.,
ALEX. B. BRUCE,
GEO. A. BUTMAN,
P. W. SPRAGUE,
E. R. MCPHERSON,
Directors.
GEO. A. BUTMAN,
Treasurer.
C. C. BENSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 8, 1900. Then personally appeared the above-named E. P. Shaw, Jr., Alex. B. Bruce, Geo. A. Butman, P. W. Sprague, E. R. McPherson and C. C. Benson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

CLINTON & HUDSON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation April 20, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$12,923 65
Operating expenses,	8,202 63
GROSS INCOME ABOVE OPERATING EXPENSES,	\$4,721 02
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$900 04
Taxes, State and local,	7 12
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	907 16
Surplus for the year ending September 30, 1900,	\$3,813 86
Credits to profit and loss account during the year: voluntary assessment paid by stockholders,	15,000 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$18,813 86
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$12,923 65
GROSS EARNINGS FROM OPERATION,	\$12,923 65
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$410 56
General office expenses and supplies,	270 50
Insurance,	175 96
Other general expenses: amusements,	35 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	327 99
Repair of electric line construction,	46 20
Repair of buildings,	40 00
Maintenance of equipment:	
Repair of cars and other vehicles,	243 98
Repair of electric equipment of cars,	287 21

Transportation expenses:	
Cost of electric motive power,	\$2,472 68
Wages and compensation of persons employed in conducting transportation,	3,829 40
Damages for injuries to persons and property,	63 15
TOTAL OPERATING EXPENSES,	\$8,202 63

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks,	\$26,135 99
New electric line construction,	12,936 72
Other additions to railway,	3,929 67
Engineering and other expenses,	7,219 40
TOTAL ADDITIONS TO RAILWAY,	\$50,221 78
Additions to equipment:	
Additional cars,	\$12,147 93
Electric equipment of same,	11,073 55
Other additions to equipment,	3,825 69
TOTAL ADDITIONS TO EQUIPMENT,	27,047 17
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$4,008 75
New buildings necessary for operation of railway,	10,023 55
TOTAL ADDITIONS TO LAND AND BUILDINGS,	14,032 30
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$91,301 25

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$94,335 99	
Electric line construction, including poles, wiring, feeder lines, etc.,	27,936 72	
Interest accrued during construction of railway,	3,929 67	
Engineering and other expenses incident to construction,	7,424 55	
TOTAL COST OF RAILWAY OWNED,		\$133,626 93
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$14,657 93	
Electric equipment of same,	13,573 55	
Other items of equipment: snow plough and sweeper,	3,825 69	
TOTAL COST OF EQUIPMENT OWNED,		32,057 17
Cost of land and buildings:		
Land necessary for operation of railway,	\$4,008 75	
Buildings necessary for operation of railway,	10,023 55	
TOTAL COST OF LAND AND BUILDINGS OWNED,		14,032 30
TOTAL PERMANENT INVESTMENTS,		\$179,716 40

Cash and current assets : cash,		\$35,586 67
Miscellaneous assets :		
Materials and supplies,	\$247 00	
Other assets and property :		
Tools,	199 82	
Unexpired insurance,	228 42	
TOTAL MISCELLANEOUS ASSETS,		675 24
TOTAL,		\$215,978 31
LIABILITIES.		CR.
Capital stock,		\$160,000 00
Current liabilities :		
Loans and notes payable,	\$37,000 00	
Audited vouchers and accounts,	164 45	
TOTAL CURRENT LIABILITIES,		37,164 45
Profit and Loss balance (surplus),		18,813 86
TOTAL,		\$215,978 31
CAPITAL STOCK.		
Capital stock authorized by law,	\$160,000 00	
Capital stock authorized by votes of company,	160,000 00	
Capital stock issued and outstanding,		\$160,000 00
Number of shares issued and outstanding,	1,600	
Number of stockholders,	14	
Number of stockholders in Massachusetts,	14	
Amount of stock held in Massachusetts,	\$160,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	243,956
Number carried per mile of main railway track operated,	30,625
Number of round trips run,	4,156
Number of car miles run,	70,608
Average number of persons employed,	18
Company commenced operation April 20, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	3	3	6
Open passenger cars,	3	3	-	6
TOTAL,	6	6	3	12
Other cars : sweeper,	1	-	-	-
Snow ploughs,	1	-	-	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	7.966 miles.
Length of sidings, switches, etc., . . . . .	.330 "
Total, computed as single track,	8.296 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,596 miles.
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System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Clinton, Berlin and Hudson.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, West Berlin, .	3	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Man stepped in front of moving car; knocked down and severely injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CLINTON & HUDSON STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Parker, *President*, Boston, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass. Joseph G. Stearns, *Assistant Treasurer*, Boston, Mass. George H. Burgess, *Superintendent*, Leominster, Mass. John W. Ogden, *Assistant Superintendent*, Boylston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis R. Hart, Boston, Mass. James A. Parker, Boston, Mass. Andrew J. Peters, Boston, Mass. Bentley W. Warren, Boston, Mass. F. W. Kendrick, Boston, Mass. Irvin McDowell Garfield, Boston, Mass. Samuel E. Winslow, Worcester, Mass. Justin W. Lester, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES A. PARKER,
ANDREW J. PETERS,
BENTLEY W. WARREN,
IRVIN McDOWELL GARFIELD,
FRANCIS R. HART,
JUSTIN W. LESTER,
JUSTIN W. LESTER, *Directors.*
GEO. H. BURGESS, *Treasurer.*
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1900. Then personally appeared the above-named Justin W. Lester, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ANDREW J. PETERS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1900. Personally appeared James A. Parker, Andrew J. Peters, Bentley W. Warren, Irvin McDowell Garfield, Francis R. Hart and George H. Burgess, and made oath that the statements in the foregoing report are true.

Before me,

JUSTIN W. LESTER,
Notary Public.

REPORT

OF THE

COMMONWEALTH AVENUE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$79,517 83
Operating expenses,	54,181 42
GROSS INCOME ABOVE OPERATING EXPENSES,	\$25,886 41
Charges upon income accrued during the year :	
Interest on funded debt,	\$3,750 00
Interest and discount on unfunded debts and loans,	296 67
Taxes, State and local,	4,757 13
Other deductions from income : bad accounts,	250 46
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . .	9,054 26
NET DIVISIBLE INCOME,	\$16,832 15
Dividends declared (6 per cent on \$260,200),	15,612 00
Surplus for the year ending September 30, 1900, . . .	\$720 15
Amount of surplus September 30, 1899,	3,452 97
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$4,173 12
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$76,335 59
Receipts from tolls for use of tracks by other companies, . .	937 55
Receipts from rentals of buildings and other property, . .	1,810 33
Receipts from advertising in cars,	296 59
Receipts from interest on deposits,	137 77
GROSS EARNINGS FROM OPERATION,	\$79,517 83
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$7,798 92
General office expenses and supplies,	792 11
Legal expenses,	373 60

General expenses — *Concluded.*

Insurance,	\$620 45
Other general expenses : contingent expense,	586 33
Maintenance of roadway and buildings :	
Repair of roadbed and track,	1,340 39
Repair of electric line construction,	782 02
Removal of snow and ice,	191 58
Repair of buildings,	834 88
Maintenance of equipment :	
Repair of cars and other vehicles,	3,532 62
Repair of electric equipment of cars,	1,569 41
Renewal of horses, harnesses, shoeing, etc.,	264 41
Transportation expenses :	
Cost of electric motive power,	12,814 71
Provender for horses,	190 76
Wages and compensation of persons employed in conducting transportation,	17,671 87
Damages for injuries to persons and property,	336 20
Rentals of buildings and other property,	918 85
Other transportation expenses : car house expenses, \$1,798.-56; lubricants and waste, \$221.64; electric supplies, \$52.89; wrecking, \$14.09; repair of tools, \$43.07; miscellaneous expenses, \$59.12; maintenance of waiting rooms, \$314.39; water rates, \$189.17; heating cars, \$764.40; advertising, \$50.70; car service supplies, \$4.28,	3,512 31
TOTAL OPERATING EXPENSES,	\$54,131 42

PROPERTY ACCOUNTS.

Additions to equipment :	
Additional cars (1 in number),	\$1,527 96
Electric equipment of same,	646 46
Other additional rolling stock and vehicles,	1,641 45
Other additions to equipment :	
4 trucks, \$957.31; draw-bars, \$30.75,	988 06
Trolley catchers, \$157.50; electric equipment of snow plough, \$2,772.72; supplies and labor, \$472.41,	3,402 63
TOTAL ADDITIONS TO EQUIPMENT,	\$8,206 56
Additions to land and buildings : new buildings necessary for operation of railway,	1,047 84
Additions to other permanent property :	
Tools,	\$106 12
Office furniture,	47 73
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	153 85
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$9,408 25
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :	
Cars sold,	\$7,500 00
Electric equipment of cars sold,	6,808 35
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	14,308 35
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,	\$4,900 10

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$142,058 07	
Electric line construction, including poles, wiring, feeder lines, etc.,	27,378 26	
Interest accrued during construction of rail- way,	7,892 94	
Engineering and other expenses incident to construction,	8,345 55	
TOTAL COST OF RAILWAY OWNED,		\$185,674 82
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$53,091 58	
Electric equipment of same,	30,946 10	
Horses,	125 00	
Other items of equipment: harnesses, etc.,	91 99	
TOTAL COST OF EQUIPMENT OWNED,		84,254 67
Cost of land and buildings :		
Land necessary for operation of railway,	\$21,024 80	
Buildings necessary for operation of railway,	61,856 08	
TOTAL COST OF LAND AND BUILDINGS OWNED,		82,880 88
Other permanent property :		
Office furniture,	\$919 11	
Tools,	732 16	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		1,651 27
TOTAL PERMANENT INVESTMENTS,		\$354,461 64
Cash and current assets :		
Cash,	\$11,750 91	
Bills and accounts receivable,	1,225 38	
Other cash and current assets: notes receiv- able,	100 00	
TOTAL CASH AND CURRENT ASSETS,		13,076 29
Miscellaneous assets :		
Materials and supplies,	\$3,818 41	
Other assets and property: advance insur- ance premium,	730 55	
TOTAL MISCELLANEOUS ASSETS,		4,548 96
TOTAL,		\$372,086 89
LIABILITIES.		CR.
Capital stock,		
Paid on stock not yet issued,		\$260,200 00
TOTAL CAPITAL STOCK,		\$281,200 00
Funded debt,		
		75,000 00
Current liabilities :		
Audited vouchers and accounts,	\$5,279 94	
Salaries and wages,	972 73	
TOTAL CURRENT LIABILITIES,		6,252 67

Accrued liabilities :					
Interest accrued and not yet due, . . .			\$625	00	
Taxes accrued and not yet due, . . .			4,836	10	
TOTAL ACCRUED LIABILITIES,					\$5,461 10
Profit and Loss balance (surplus),					4,173 12
TOTAL,					\$372,086 89

CAPITAL STOCK.

Capital stock authorized by law,	\$292,000	00		
Capital stock authorized by votes of company,	292,000	00		
Capital stock issued and outstanding,			\$260,200	00
Amount paid in on 318 shares not yet issued,			21,000	00
TOTAL CAPITAL STOCK LIABILITY,			\$281,200	00
Number of shares issued and outstanding,	2,602			
Number of stockholders,	22			
Number of stockholders in Massachusetts,	21			
Amount of stock held in Massachusetts,	\$255,700	00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
20-year gold first mortgage bonds,	Per Cent. 5	Feb. 1, 1916,	\$75,000 00	\$3,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,667,591
Number carried per mile of main railway track operated,	129,011
Number of round trips run,	47,621
Number of cars miles run,	426,560
Average number of persons employed,	44

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	8	8	8	-
Open passenger cars,	21	21	-	-
TOTAL,	29	29	8	58
Other cars,	1	-	-	-
Snow ploughs,	3	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other railway rolling stock: platform trailer,	1
Other highway vehicles: democrat and Concord wagons,	2
Horses,	1
Harnesses (single),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	6.823	.550	7.373
Length of second main track,	5.553	-	5.553
TOTAL LENGTH OF MAIN TRACK,	12.376	.550	12.926
Length of sidings, switches, etc., . . . . .	.847	-	.847
TOTAL, COMPUTED AS SINGLE TRACK,	13.223	.550	13.773

System of electric motive power in use by the company: overhead trolley.
Names of the several cities and towns in which the railways operated by the company are located: Newton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	4	-	4
Employees,	-	-	-	2	-	2
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	8	-	8

STATEMENT OF EACH ACCIDENT.

Oct. 15, 1899. — A man, intoxicated, walked deliberately off the car.

April 29, 1900. — A man claimed to have been hit by a pole while riding on the running-board.

May 30. — A man stepped from the car before it stopped and fell.

June 8. — A woman fell while leaving the car.

July 5. — An intoxicated man attempted to get on a car while in motion and fell.

July 28. — A boy, riding a bicycle, ran into a car.

September 14. — Armature fell on two employees in car barn; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COMMONWEALTH AVENUE STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Claflin, *President*, Newtonville, Mass. Leonard D. Ahl, *Treasurer*, Newtonville, Mass. Alanson L. Daniels, *Clerk of Corporation*, 40 Water Street, Boston, Mass. William H. Coolidge, *General Counsel*, 53 State Street, Boston, Mass. Newell C. Smith, *Superintendent*, Auburndale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Leonard D. Ahl, Boston, Mass. William H. Coolidge, Newton Centre, Mass. Frederic H. Lewis, Swampscott, Mass. Alanson L. Daniels, Brookline, Mass. William Claflin, Newtonville, Mass. Walter B. Phillips, Newton Centre, Mass. Adams D. Claflin, Newton Centre, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

LEONARD D. AHL,
ADAMS D. CLAFLIN,
WM. H. COOLIDGE,
FREDERIC H. LEWIS,
WALTER B. PHILLIPS,
ALANSON L. DANIELS,
Directors.
LEONARD D. AHL,
Treasurer.
NEWELL C. SMITH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 7, 1900. Then personally appeared the above-named Leonard D. Ahl, Adams D. Claflin, William H. Coolidge, Frederic H. Lewis, Walter B. Phillips, Alanson L. Daniels and Newell C. Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE S. SELFRIDGE,
Notary Public.

REPORT

OF THE

CONWAY ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$9,683 21
Operating expenses,	7,067 66
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,615 55
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$2,383 51
Taxes, State and local,	395 67
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,779 18
Deficit for the year ending September 30, 1900,	\$163 63
Amount of deficit September 30, 1899,	9,509 66
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$9,673 29
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$3,057 41
Receipts from carriage of mails,	373 72
Receipts from carriage of express and parcels,	571 63
Receipts from carriage of freight,	5,638 31
Other earnings from operation : telegraph business,	42 14
GROSS EARNINGS FROM OPERATION,	\$9,683 21
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$439 75
General office expenses and supplies,	343 65
Insurance,	6 00
Maintenance of roadway and buildings :	
Repair of roadbed and track,	701 41
Repair of buildings,	132 45
Maintenance of equipment :	
Repair of cars and other vehicles,	268 83
Repair of electric equipment of cars,	385 40

Transportation expenses:

Cost of electric motive power,	\$2,146 13
Wages and compensation of persons employed in conducting transportation,	2,502 28
Rentals of buildings and other property,	131 76
Other transportation expenses: car service,	10 00

TOTAL OPERATING EXPENSES,	\$7,067 66
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PROPERTY ACCOUNTS.
Additions to equipment:

Additional cars (5 in number),	\$2,543 34
Electric equipment of same,	1,758 12

TOTAL ADDITIONS TO EQUIPMENT,	\$4,301 46
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Additions to land and buildings: new buildings necessary for operation of railway,	219 35
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$4,520 81
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GENERAL BALANCE SHEET SEPTEMBER 30, 1900.
ASSETS.**Dr.****Cost of railway:**

Roadbed and tracks,	\$55,878 79
Electric line construction, including poles, wiring, feeder lines, etc.,	6,809 76
Interest accrued during construction of railway,	521 51
Engineering and other expenses incident to construction,	2,472 50

TOTAL COST OF RAILWAY OWNED,	\$65,682 56
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Cost of equipment:

Cars and other rolling stock and vehicles,	\$6,203 84
Electric equipment of same,	3,986 73

TOTAL COST OF EQUIPMENT OWNED,	10,190 57
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Cost of land and buildings:

Electric power stations, including equipment,	\$8,853 04
Other buildings necessary for operation of railway,	546 17

TOTAL COST OF LAND AND BUILDINGS OWNED,	9,399 21
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Other permanent property: Laidley property,	1,500 00
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TOTAL PERMANENT INVESTMENTS,	\$86,772 34
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Cash and current assets:

Cash,	\$800 63
Bills and accounts receivable,	2,189 46

TOTAL CASH AND CURRENT ASSETS,	2,990 09
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Miscellaneous assets: materials and supplies,	100 00
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Profit and Loss balance (deficit),	9,673 29
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TOTAL,	\$99,535 72
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LIABILITIES.		Cr.
Capital stock,		\$35,900 00
Real estate mortgages,		900 00
Current liabilities:		
Loans and notes payable,	\$58,610 47	
Audited vouchers and accounts,	1,695 35	
Salaries and wages,	373 92	
TOTAL CURRENT LIABILITIES,		60,679 74
Accrued liabilities:		
Interest accrued and not yet due,	\$1,527 31	
Taxes accrued and not yet due,	528 67	
TOTAL ACCRUED LIABILITIES,		2,055 98
TOTAL,		\$99,535 72

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	42,000 00	
Capital stock issued and outstanding,		\$35,800 00
Amount paid in on 2 shares not yet issued,		100 00
TOTAL CAPITAL STOCK LIABILITY,		\$35,900 00
Number of shares issued and outstanding,	358	
Number of stockholders,	80	
Number of stockholders in Massachusetts,	76	
Amount of stock held in Massachusetts,	\$30,800 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Laidley property,	Per Cent. 5	Demand, .	\$900 00	\$45 00

FUNDED DEBT.

\$35,000 six per cent mortgage bonds issued and used as collateral for the notes of the company.

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	61,743
Number carried per mile of main railway track operated,	10,447
Number of round trips run,	1,968
Number of car miles run,	33,616
Average number of persons employed,	5

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Trailers.	Total Passenger Cars.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	-	3	3	6
Open passenger cars,	1	1	2	-	2
TOTAL,	4	1	5	3	8
Box freight cars,	-	4	-	-	-
Platform freight cars,	-	5	-	-	-
Work cars,	-	1	-	-	-
TOTAL,	-	10	-	-	-
Snow-ploughs,	1	-	-	-	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5.910 miles.
Length of sidings, switches, etc., . . . . .	.440 "
Total, computed as single track,	6.350 "

System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Conway and Deerfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONWAY ELECTRIC STREET RAILWAY COMPANY,

CONWAY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John B. Packard, *President*, Conway, Mass. Fred A. Delabarre, *Treasurer*, Conway, Mass. John B. Laidley, *Clerk of Corporation*, Conway, Mass. Eli S. Briggs, *Superintendent*, Conway, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John B. Packard, Conway, Mass. Carlos Batchelder, Conway, Mass. Emery Brown, Conway, Mass. Charles Parsons, Conway, Mass. Arthur P. Delabarre, Conway, Mass. Franklin Pease, Conway, Mass. Fred A. Delabarre, Conway, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. B. PACKARD,
A. P. DELABARRE,
CARLOS BATCHELDER,
FRANKLIN PEASE,
Directors.
FRED A. DELABARRE,
Treasurer.
ELI S. BRIGGS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, SS. CONWAY, Nov. 3, 1900. Then personally appeared the above-named J. B. Packard, A. P. Delabarre, Carlos Batchelder, Franklin Pease, Fred A. Delabarre and Eli S. Briggs, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES PARSONS,
Justice of the Peace.

REPORT

OF THE

COTTAGE CITY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,635 05
Operating expenses,	3,933 25
GROSS INCOME ABOVE OPERATING EXPENSES,	\$701 80
Charges upon income accrued during the year:	
Interest on funded debt, \$1,500 00	
Interest and discount on unfunded debts and loans, 145 86	
Taxes, State and local, 20 00	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,665 86
Deficit for the year ending September 30, 1900,	\$964 06
Amount of surplus September 30, 1899,	1,481 39
Debits to profit and loss account during the year: miscellaneous,	73 47
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$443 86
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$4,617 55
Other earnings from operation: Martha's Vineyard Street Railway,	17 50
GROSS EARNINGS FROM OPERATION,	\$4,635 05
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$795 00
General office expenses and supplies,	184 70
Legal expenses,	175 00
Insurance,	129 60
Transportation expenses:	
Cost of electric motive power, \$1,274.26; less power sold, \$320; net,	954 26
Wages and compensation of persons employed in conducting transportation,	1,403 26
Rentals of buildings and other property,	170 00
Other transportation expenses,	121 43
TOTAL OPERATING EXPENSES,	\$3,933 25

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$49,957	29
Electric line construction, including poles, wiring, feeder lines, etc.,	4,270	50
Engineering and other expenses incident to construction,	325	00
TOTAL COST OF RAILWAY OWNED,		\$54,552 79
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$9,066	22
Electric equipment of same,	1,791	49
Other items of equipment,	116	00
TOTAL COST OF EQUIPMENT OWNED,		10,973 71
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,500	00
Buildings necessary for operation of railway,	2,200	00
TOTAL COST OF LAND AND BUILDINGS OWNED,		4,700 00
TOTAL PERMANENT INVESTMENTS,		\$70,226 50
Cash and current assets:		
Cash,	\$496	24
Bills and accounts receivable,	71	
TOTAL CASH AND CURRENT ASSETS,		496 95
TOTAL,		\$70,723 45
LIABILITIES.		Cr.
Capital stock,		
Funded debt,		\$34,900 00
Current liabilities:		25,000 00
Loans and notes payable,	\$6,250	94
Miscellaneous current liabilities,	4,128	65
TOTAL CURRENT LIABILITIES,		10,379 59
Profit and Loss balance (surplus),		443 86
TOTAL,		\$70,723 45
CAPITAL STOCK.		
Capital stock authorized by law,	\$37,000	00
Capital stock authorized by votes of company,	37,000	00
Capital stock issued and outstanding,		\$34,900 00
Number of shares issued and outstanding,	349	
Number of stockholders,	30	
Number of stockholders in Massachusetts,	30	
Amount of stock held in Massachusetts,	\$34,900	00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . .	Per Cent. 6	May 1, 1915, .	\$25,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	92,715
Number carried per mile of main railway track operated, .	17,201
Number of round trips run,	2,820
Number of car miles run,	30,459
Average number of persons employed,	14

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Number of Motors.
Box passenger cars,	3	1	4	-
Open passenger cars,	4	2	6	-
TOTAL,	7	3	10	7
Work cars,	1	-	-	-

MISCELLANEOUS EQUIPMENT.

Highway vehicles: wagon,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5.390 miles.
Length of sidings, switches, etc., . . . . .	.500 "
Total, computed as single track,	5.890 "

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Cottage City.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COTTAGE CITY STREET RAILWAY COMPANY,
60 STATE STREET, ROOM 701, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

D. M. Easton, *President*, East Weymouth, Mass. John A. Duggan, *Treasurer, Clerk of Corporation and General Manager*, Atlantic, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

D. M. Easton, East Weymouth, Mass. Josiah Quincy, 82 Charles Street, Boston, Mass. J. R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. James P. Clare, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. H. M. Curley, 4 Bowdoin Avenue, Boston, Mass. John A. Duggan, Atlantic, Mass.

[NOTE. — This return was forwarded to the Board by the clerk of this company without the signatures of the directors, treasurer and superintendent, which are required by the statute. A statement of these facts has been given to the Attorney-General.

BOARD OF RAILROAD COMMISSIONERS.]

REPORT

OF THE

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$104,636 65
Operating expenses,	72,094 86
GROSS INCOME ABOVE OPERATING EXPENSES,	\$32,541 79
Charges upon income accrued during the year:	
Interest on funded debt,	\$4,500 00
Taxes, State and local,	\$3,058 98
Taxes, commutation,	2,082 74
	5,141 72
Payments to sinking and other special funds:	
reserve for depreciation,	1,200 00
Other deductions from income: Lincoln	
Park expense,	1,877 56
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	12,719 28
NET DIVISIBLE INCOME,	\$19,822 51
Dividends declared (8 per cent),	12,000 00
Surplus for the year ending September 30, 1900,	\$7,822 51
Amount of surplus September 30, 1899,	19,923 60
	\$27,746 11
Debits to profit and loss account during the year: construction,	7,746 11
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$20,000 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$103,041 02
Receipts from carriage of mails,	800 00
Receipts from advertising in cars,	295 76
Receipts from interest on deposits,	499 87
GROSS EARNINGS FROM OPERATION,	\$104,636 65
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,903 31
General office expenses and supplies,	324 48
Legal expenses and supplies,	275 00
Insurance,	5,889 05
Other general expenses,	955 89

Maintenance of roadway and buildings :		
Repair of roadbed and track,		\$3,671 42
Repair of electric line construction,		2,299 42
Removal of snow and ice,		57 22
Maintenance of equipment :		
Repair of cars and other vehicles,		2,395 41
Repair of electric equipment of cars,		2,439 18
Transportation expenses :		
Wages and compensation of persons employed in conducting transportation,		14,480 77
Damages for injuries to persons and property,		835 81
Tolls for trackage over other railways,		34,691 78
Other transportation expenses,		876 12
TOTAL OPERATING EXPENSES,		\$72,094 86
PROPERTY ACCOUNTS.		
Additions to railway : extension of tracks,		\$250 00
Additions to equipment :		
Additional cars (10 in number),	\$25,017 05	
Electric equipment of same,	12,040 75	
Other additions to equipment : registers,	144 00	
TOTAL ADDITIONS TO EQUIPMENT,		37,201 80
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$37,451 80
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :		
Sale of cars and trucks,	\$5,025 51	
Sale of equipment,	2,800 00	
Construction,	18,809 77	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		26,635 28
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$10,816 52
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$108,572 92	
Electric line construction, including poles, wiring, feeder lines, etc.,	40,772 19	
TOTAL COST OF RAILWAY OWNED,		\$149,345 11
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$55,647 91	
Electric equipment of same,	37,148 34	
Other items of equipment :		
Tools and machinery,	1,301 01	
Registers,	144 00	
TOTAL COST OF EQUIPMENT OWNED,		94,241 26
Other permanent property : Lincoln Park,		11,459 56
TOTAL PERMANENT INVESTMENTS,		\$255,045 93

Cash and current assets :		
Cash,	\$12,546 93	
Bills and accounts receivable,	5,932 79	
TOTAL CASH AND CURRENT ASSETS,		\$18,479 72
TOTAL,		\$273,525 65
LIABILITIES.		CR.
Capital stock,		\$150,000 00
Funded debt,		90,000 00
Current liabilities :		
Audited vouchers and accounts,	\$6,173 82	
Miscellaneous current liabilities : unredeemed tickets,	151 83	
TOTAL CURRENT LIABILITIES,		6,825 65
Sinking and other special funds : reserve for depreciation,		7,200 00
Profit and Loss balance (surplus),		20,000 00
TOTAL,		\$273,525 65
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	63	
Number of stockholders in Massachusetts,	56	
Amount of stock held in Massachusetts,	\$115,700 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage coupon (may be registered) twenty-year gold bonds,	Per Cent. 5	April 1, 1915,	\$90,000 00	\$4,500 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1899, of reserve for depreciation fund,	\$6,000 00
Amount September 30, 1899, of renewal fund,	11,063 66
TOTAL, SEPTEMBER 30, 1899,	\$17,063 66
Additions during the year to reserve for depreciation fund,	1,200 00
TOTAL, INCLUDING ADDITIONS,	\$18,263 66
Deductions during the year from renewal fund,	11,063 66
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$7,200 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	588,239
Number carried per mile of main railway track operated, .	31,097
Number of round trips run,	10,984
Number of car miles run,	301,752
Average number of persons employed,	40

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	10	10	-
Open passenger cars,	12	12	-	-
TOTAL,	22	22	10	64
Work cars,	3	-	-	-
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Other railway rolling stock: track velocipede,	1
Other items of equipment: track and station tools.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.307	6.253	15.560
Length of second main track,	-	3.356	3.356
TOTAL LENGTH OF MAIN TRACK,	9.307	9.609	18.916
Length of sidings, switches, etc., . . . . .	.535	.526	1.061
TOTAL, COMPUTED AS SINGLE TRACK,	9.842	10.135	19.977

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,153 miles.
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System of electric motive power in use by the company : Thomson-Houston ; overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located : Fall River, Westport, Dartmouth and New Bedford.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz. :		
With New York, New Haven & Hartford Railroad, at North Westport,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	6	-	7
Employees,	-	-	-	1	-	1
Other persons,	-	-	1	1	1	1
TOTALS,	-	1	1	8	1	9

STATEMENT OF EACH ACCIDENT.

Feb. 25, 1900. — Motorman closed door on man's finger ; slight injury.

April 5. — Team struck while crossing in front of car ; driver slightly injured.

June 10. — Woman fell while getting off car ; broke her arm.

June 20. — Man got off moving car, slipped and fell ; slightly bruised.

August 11. — Man attempted to get on moving car ; missed his hold and fell, injuring his knee.

August 26. — Woman stepped from moving car ; fell and cut her head.

August 26. — Man stepped from moving car ; fell and cut his head.

August 31. — Child ran in front of moving car ; run over and instantly killed.

September 26. — Woman's foot slipped in getting off car ; fell and hurt her head.

September 26. — Motorman leaning outside of car ; pole struck and injured his head.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY,

7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President and Treasurer*, New Bedford, Mass. Frank W. Brightman, *Vice-President*, Fall River, Mass. Robert S. Goff, *Clerk of Corporation*, Fall River, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Chas. E. Cook, New Bedford, Mass. Antone L. Sylvia, New Bedford, Mass. Oliver Prescott, Jr., Dartmouth, Mass. Frank W. Brightman, Fall River, Mass. Robert S. Goff, Fall River, Mass. William L. Winslow, Fall River, Mass. Bradford D. Davol, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
FRANK W. BRIGHTMAN,
WM. L. WINSLOW,
OLIVER PRESCOTT, JR.,
BRADFORD D. DAVOL,
CHARLES E. COOK,
A. L. SYLVIA,
ROBERT S. GOFF,
Directors.
HENRY H. CRAPO,
Treasurer.
EDWARD E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 1, 1900. Then personally appeared the above-named Henry H. Crapo, Frank W. Brightman, Wm. L. Winslow, Oliver Prescott, Jr., Bradford D. Davol, Charles E. Cook, A. L. Sylvia, Robert S. Goff and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. R. PHILLIPS,
Justice of the Peace.

REPORT

OF THE

DIGHTON, SOMERSET & SWANSEA STREET RAILWAY
COMPANY

FOR THE PERIOD ENDING APRIL 24, 1900.

[Consolidated with the Globe April 24, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$27,300 82
Operating expenses,	21,498 33
GROSS INCOME ABOVE OPERATING EXPENSES,	\$5,802 49
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,541 65
Interest and discount on unfunded debts and loans,	1,493 74
Taxes, State and local,	\$1,372 44
Taxes, commutation,	269 61
	1,642 05
Other deductions from income: maintenance	
Dighton Rock Park,	1,601 48
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	8,278 92
Deficit for the 8 months ending April 24, 1900,	\$2,476 43
Amount of deficit September 30, 1899,	5,755 19
Debits to profit and loss account during the year:	
Adjustment of accounts,	\$556 19
Depreciation of tools,	735 55
TOTAL DEBITS,	1,291 74
TOTAL DEFICIT APRIL 24, 1900,	\$9,523 36
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$26,962 53
Receipts from rentals of buildings and other property,	25 00
Receipts from advertising in cars,	191 29
Other earnings from operation: miscellaneous income,	122 00
GROSS EARNINGS FROM OPERATION,	\$27,300 82
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$542 70
General office expenses and supplies,	118 77
Legal expenses,	106 00

General expenses — <i>Concluded.</i>	
Insurance,	\$2,548 98
Other general expenses:	
Advertising, \$127.15; miscellaneous general expense, \$248 54,	375 69
Internal revenue tax,	17 81
Maintenance of roadway and buildings:	
Repair of roadbed and track,	654 30
Repair of electric line construction,	305 21
Removal of snow and ice,	107 47
Repair of buildings,	21 50
Maintenance of equipment:	
Repair of cars and other vehicles,	1,157 36
Repair of electric equipment of cars,	1,157 22
Renewal of horses, harnesses, shoeing, etc.,	47 67
Transportation expenses:	
Cost of electric motive power,	4,874 20
Wages and compensation of persons employed in conduct- ing transportation,	6,567 33
Damages for injuries to persons and property,	310 00
Tolls for trackage over other railways,	1,913 35
Rentals of buildings and other property,	137 45
Other transportation expenses:	
Supplies, \$92.51; miscellaneous expenses, \$145.74,	238 25
Cleaning, oiling and sanding track,	297 07
TOTAL OPERATING EXPENSES,	\$21,498 33

PROPERTY ACCOUNTS.	
Additions to railway: bridge alteration,	\$2,206 99
Additions to equipment:	
Electric equipment of cars,	\$1,339 13
Other additional rolling stock and vehicles:	
1 plough,	750 00
Other additions to equipment:	
Office furniture and fixtures,	129 39
Office furniture and fixtures transferred,*	500 26
TOTAL ADDITIONS TO EQUIPMENT,	2,718 78
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$4,925 77
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): depreciation of tools,	735 55
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$4,190 22

GENERAL BALANCE SHEET APRIL 24, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$207,343 74	
Electric line construction, including poles, wiring, feeder lines, etc.,	45,581 24	
Other items of railway cost: bridge altera- tion account,	2,206 99	
TOTAL COST OF RAILWAY OWNED,		\$255,131 97

* Shown under miscellaneous assets last year.

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$31,770 09	
Electric equipment of same,	32,024 58	
Horses,	30 00	
Other items of equipment: registers, \$1,880.90; office fixtures and furniture, \$629.65,	2,510 55	
TOTAL COST OF EQUIPMENT OWNED,		\$66,335 22
Cost of land and buildings:		
Land necessary for operation of railway,	\$5,409 38	
Buildings necessary for operation of railway,	8,910 19	
TOTAL COST OF LAND AND BUILDINGS OWNED,		14,319 57
TOTAL PERMANENT INVESTMENTS,		\$335,786 76
Cash and current assets:		
Cash,	\$1,410 87	
Bills and accounts receivable,	2 00	
Sinking and other special funds,	13,000 00	
Other cash and current assets: prepaid in- surance and interest,	1,222 75	
TOTAL CASH AND CURRENT ASSETS,		15,635 62
Profit and Loss balance (deficit),		9,523 36
TOTAL,		\$360,945 74
LIABILITIES.		Cr.
Capital stock,		\$175,000 00
Funded debt,		125,000 00
Current liabilities:		
Loans and notes payable,	\$37,500 00	
Audited vouchers and accounts,	19,711 59	
TOTAL CURRENT LIABILITIES,		57,211 59
Accrued liabilities:		
Interest accrued and not yet due,	\$2,564 26	
Taxes accrued and not yet due,	1,036 56	
Rentals accrued and not yet due,	133 33	
TOTAL ACCRUED LIABILITIES,		3,734 15
TOTAL,		\$360,945 74
CAPITAL STOCK.		
Capital stock authorized by law,	\$175,000 00	
Capital stock authorized by votes of company,	175,000 00	
Capital stock issued and outstanding,		\$175,000 00
Number of shares issued and outstanding,	1,750	
Number of stockholders,	12	
Number of stockholders in Massachusetts,	12	
Amount of stock held in Massachusetts,	\$175,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid to April 24, 1900.
First mortgage bonds, . . .	Per Cent. 5	Dec. 1, 1915, .	\$125,000 00	\$3,541 65

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of sinking fund, . . .	\$9,000 00
Additions during the year to sinking fund, . . .	4,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS APRIL 24, 1900,	\$13,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried, . . .	473,558
Number carried per mile of main railway track operated, . . .	27,508
Number of round trips run,	4,843
Number of car miles run,	124,925
Average number of persons employed,	25

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	10	10	-
Open passenger cars,	20	20	-	-
TOTAL,	30	30	10	57
Platform freight cars,	1	1	-	-
Work cars,	1	1	-	-
TOTAL,	2	2	-	-
Snow ploughs,	3	-	-	-

MISCELLANEOUS EQUIPMENT.

Barges and omnibuses,	1
Other highway vehicles: carriage,	1
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 11.655	Miles. 5.560	Miles. 17.215
Length of sidings, switches, etc., . . . . .	.836	-	.836
TOTAL, COMPUTED AS SINGLE TRACK,	12.491	5.560	18.051

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,887 miles.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Taunton, Fall River, Dighton and Somerset.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, Second Street, Dighton,	2	1
With New York, New Haven & Hartford Railroad, Pleasant Street, Somerset,	2	1
With New York, New Haven & Hartford Railroad, Weir Street, Taunton (2 crossings),	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	4	-	4

STATEMENT OF EACH ACCIDENT.

Oct. 9, 1899. — Horse, with wagon containing two men, jumped in front of car; men thrown out, and one slightly injured.

Feb. 12, 1900. — Woman jumped from moving car.

February 19. — Man, in attempting to board car, was struck by passing team.

March 10. — Horse and buggy was driven in front of car; driver thrown out.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DIGHTON, SOMERSET & SWANSEA STREET RAILWAY COMPANY,
14 CITY SQUARE, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bradford D. Davol, *President*, Fall River, Mass. Robert S. Goff, *Vice-President and General Manager*, Fall River, Mass. Herbert H. Read, *Treasurer and Clerk of Corporation*, Fall River, Mass. George F. Seibel, *Superintendent*, Fall River, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bradford D. Davol, Fall River, Mass. George W. Slade, Fall River, Mass. Frank W. Brightman, Fall River, Mass. Robert S. Goff, Fall River, Mass. Herbert H. Read, Fall River, Mass. Cornelius A. Davis, Somerset, Mass. Joseph F. Davis, Somerset, Mass. P. F. Sullivan, Lowell, Mass. J. H. Goodspeed, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BRADFORD D. DAVOL,
FRANK W. BRIGHTMAN,
GEORGE W. SLADE,
ROBERT S. GOFF,
HERBERT H. READ,

Directors.

HERBERT H. READ,

Treasurer.

GEORGE F. SEIBEL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. TAUNTON, Oct. 31, 1900. Then personally appeared the above-named George F. Seibel, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

RICHARD P. COUGHLIN,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 2, 1900. Then personally appeared the above-named Bradford D. Davol, Frank W. Brightman, George W. Slade, Robert S. Goff and Herbert H. Read, also Herbert H. Read as treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY H. EARL,

Justice of the Peace.

REPORT

OF THE

EAST MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$24,000 00
Dividends declared (8 per cent),	23,816 00
Surplus for the year ending September 30, 1900,	\$184 00
Amount of deficit September 30, 1899,	11,922 82
Credits to profit and loss account during the year: recouped by lessee for past expense,	28 75
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$11,710 07

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	Dr.
Cost of railway,	\$344,518 03
Cost of equipment,	102,105 79
Cost of land and buildings,	58,662 11
TOTAL PERMANENT INVESTMENTS,	\$505,285 93
Cash and current assets: cash,	482 00
Miscellaneous assets: office furniture,	222 00
Profit and Loss balance (deficit),	11,710 07
TOTAL,	\$517,700 00
LIABILITIES.	Cr.
Capital stock,	\$297,700 00
Funded debt,	220,000 00
TOTAL,	\$517,700 00

CAPITAL STOCK.	
Capital stock authorized by law,	\$300,000 00
Capital stock authorized by votes of company,	300,000 00
Capital stock issued and outstanding,	\$297,700 00
Number of shares issued and outstanding,	2,977
Number of stockholders,	107
Number of stockholders in Massachusetts,	96
Amount of stock held in Massachusetts,	\$277,100 00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Plain bonds,	5	Jan. 1, 1902,	\$100,000 00	\$5,000 00
Plain bonds,	5	Sept. 1, 1918,	120,000 00	6,000 00
TOTALS, . . . . .	. . .	. . . . .	\$220,000 00	\$11,000 00*

RAILWAY OWNED.

Length of railway line,	16.500 miles.
Length of sidings, switches, etc.,	1.810 "
Total, computed as single track,	18.310 "

Names of the several cities and towns in which the railway owned by the company is located: Woburn, Stoneham, Melrose, Malden, Revere and Saugus.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,

31 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John S. Bartlett, *President*, 53 State Street, room 208, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 31 State Street, room 806, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Elwin C. Foster, Lynn, Mass. Amos F. Breed, Lynn, Mass. Frank H. Monks, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN S. BARTLETT,
CHARLES H. NEWHALL,
ELWIN C. FOSTER,
FRANK H. MONKS,

Directors.

E. FRANCIS OLIVER,

Treasurer.

* Paid by lessee.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 26, 1900. Then personally appeared the above-named John S. Bartlett, Charles H. Newhall, Elwin C. Foster and E. Francis Oliver, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 27, 1900. Then personally appeared the above-named Frank H. Monks, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WILLIAM H. HART,

Justice of the Peace.

REPORT

OF THE

EASTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Electric line construction, including poles, wiring, feeder lines, etc.,	\$8,000 00	
Engineering and other expenses incident to construction,	1,500 00	
TOTAL COST OF RAILWAY OWNED,		\$9,500 00
Cash and current assets: cash,		10,500 00
TOTAL,		\$20,000 00
LIABILITIES.		CR.
Capital stock (amount paid in),		\$20,000 00
TOTAL,		\$20,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Amount paid in on 400 shares not yet issued,		\$20,000 00
Number of stockholders,	49	
Number of stockholders in Massachusetts,	48	
Amount of stock held in Massachusetts,	\$19,950 00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EASTON STREET RAILWAY COMPANY,
200 SUMMER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frank C. Granger, *President*, Randolph, Mass. Edward C. Jenney, *Vice-President*, North Easton, Mass. Edward F. Draper, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank C. Granger, Randolph, Mass. Edward C. Jenney, North Easton, Mass. Edward F. Draper, Boston, Mass. James E. Howard, Eastondale, Mass. George M. Faulkner, Warren, Mass. John J. McCarthy, North Easton, Mass. Samuel K. Kelley, North Easton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANK C. GRANGER,
EDWARD F. DRAPER,
EDWARD C. JENNEY,
JAMES E. HOWARD,
GEORGE M. FAULKNER,
Directors.
EDWARD F. DRAPER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 10, 1900. Then personally appeared the above-named Frank C. Granger, Edward F. Draper, Edward C. Jenney, James E. Howard and George M. Faulkner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR J. SELFRIDGE,
Justice of the Peace.

REPORT

OF THE

EAST TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$21,695 09
Operating expenses,	14,893 17
GROSS INCOME ABOVE OPERATING EXPENSES,	\$6,801 92
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,125 00
Taxes, State and local,	\$1,331 55
Taxes, commutation,	213 04
	1,544 59
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	2,669 59
NET DIVISIBLE INCOME,	\$4,132 33
Dividends declared (1½ per cent on \$50,000),	\$750 00
Dividends declared (1½ per cent on \$110,000),	1,650 00
TOTAL DIVIDENDS DECLARED,	2,400 00
Surplus for the year ending September 30, 1900,	\$1,732 33
Amount of surplus September 30, 1899,	2,446 29
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$4,178 62
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$21,597 63
Receipts from tolls for use of tracks by other companies,	2 00
Receipts from advertising in cars,	56 66
Other earnings from operation: miscellaneous,	38 80
GROSS EARNINGS FROM OPERATION,	\$21,695 09
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,068 00
General office expenses and supplies,	170 14

General expenses — *Concluded.*

Insurance,	\$124 70
Other general expenses: miscellaneous expenses, . . .	102 13
Maintenance of roadway and buildings:	
Repair of roadbed and track,	674 27
Repair of electric line construction,	34 07
Removal of snow and ice,	51 79
Maintenance of equipment:	
Repair of cars and other vehicles,	436 20
Repair of electric equipment of cars,	283 98
Transportation expenses:	
Cost of electric motive power,	4,327 33
Wages and compensation of persons employed in conducting transportation,	5,174 50
Damages for injuries to persons and property,	25 00
Tolls for trackage over other railways,	461 40
Rentals of buildings and other property,	681 00
Other transportation expenses: miscellaneous car expenses, barge and advertising,	1,278 66
TOTAL OPERATING EXPENSES,	\$14,893 17

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks,	\$14,539 60
New electric line construction (length, 32,580 feet),	38,732 15
Other additions to railway: interest during construction,	515 49
Engineering,	3,210 36
TOTAL ADDITIONS TO RAILWAY,	\$56,997 60
Additions to equipment:	
Additional cars (2 in number),	\$3,139 99
Electric equipment of same,	3,479 92
Other additions to equipment: registers and tools,	88 69
TOTAL ADDITIONS TO EQUIPMENT,	6,708 60
Additions to land and buildings: additional land necessary for operation of railway,	204 40
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$63,910 60

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks,	\$90,099 87
Electric line construction, including poles, wiring, feeder lines, etc.,	46,828 68
Interest accrued during construction of railway,	1,027 82
Engineering and other expenses incident to construction,	5,282 28
TOTAL COST OF RAILWAY OWNED,	\$143,238 65

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$8,511 45	
Electric equipment of same,	6,820 17	
Other items of equipment: registers, heaters, etc.,	337 40	
TOTAL COST OF EQUIPMENT OWNED,		\$15,669 02
Cost of land and buildings: land necessary for operation of railway,		334 40
TOTAL PERMANENT INVESTMENTS,		\$159,242 07
Cash and current assets:		
Cash,	\$696 85	
Bills and accounts receivable,	2,000 00	
TOTAL CASH AND CURRENT ASSETS,		2,696 85
TOTAL,		\$161,938 92
LIABILITIES.		CR.
Capital stock,		\$110,000 00
Funded debt,		45,000 00
Current liabilities: audited vouchers and accounts,		1,215 71
Accrued liabilities: taxes accrued and not yet due,		1,544 59
Profit and Loss balance (surplus),		4,178 62
TOTAL,		\$161,938 92
CAPITAL STOCK.		
Capital stock authorized by law,	\$110,000 00	
Capital stock authorized by votes of company,	110,000 00	
Capital stock issued and outstanding,		\$110,000 00
Number of shares issued and outstanding,	1,100	
Number of stockholders,	83	
Number of stockholders in Massachusetts,	83	
Amount of stock held in Massachusetts,	\$110,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	March 1, 1920,	\$45,000 00	\$1,125 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	431,883
Number carried per mile of main railway track operated,	41,015
Number of round trips run,	9,228
Number of car miles run,	113,499
Average number of persons employed,	8
Company commenced operation on Middleborough extension April 30, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	2	2	2	12
Open passenger cars,	4	4	-	-
TOTAL,	6	6	2	12
Snow ploughs,	1	-	-	-

MISCELLANEOUS EQUIPMENT.

Other highway vehicles: tower wagon,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 10.175	Miles. .355	Miles. 10.530
Length of sidings, switches, etc., . . . . .	.176	-	.176
TOTAL, COMPUTED AS SINGLE TRACK,	10.351	.355	10.706

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,172 miles.
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System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Taunton, Lakeville and Middleborough.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Middleborough Avenue, East Taunton,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

May 6, 1900. — Man attempted to drive team across track in front of moving car; thrown out and leg broken.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST TAUNTON STREET RAILWAY COMPANY,
23 SUMMER STREET, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Michael A. Cavanaugh, *President*, 105 Beverly Street, Boston, Mass.
Thomas F. Cavanaugh, *Vice-President*, 26 Court Street, Taunton, Mass.
Joseph B. Murphy, *Treasurer*, 23 Summer Street, Taunton, Mass. James P. Dunn, *Clerk of Corporation, General Manager and Superintendent*, 172 Cohannet Street, Taunton, Mass. Arthur M. Alger, *General Counsel*, 9 Court Street, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Michael A. Cavanaugh, corner Healey and Herrishoff Streets, Roxbury, Mass. Thomas F. Cavanaugh, 16 Hodges Avenue, Taunton, Mass. Joseph B. Murphy, 23 Summer Street, Taunton, Mass. James P. Dunn, 172 Cohannet Street, Taunton, Mass. Chester R. Barstow, 234 Hart Street, Taunton, Mass. Charles R. Richmond, East Taunton, Mass. Stephen F. O'Hara, Middleborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MICHAEL A. CAVANAUGH,
THOMAS F. CAVANAUGH,
JOSEPH B. MURPHY,
JAMES P. DUNN,
CHESTER R. BARSTOW,
CHARLES R. RICHMOND,
STEPHEN F. O'HARA,

Directors.

JOSEPH B. MURPHY,
JAMES P. DUNN,

Treasurer.

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 31, 1900. Then personally appeared the above-named Michael A. Cavanaugh, Thomas F. Cavanaugh, Joseph B. Murphy, James P. Dunn, Chester R. Barstow and Stephen O'Hara, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR M. ALGER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 31, 1900. Then personally appeared the above-named Charles R. Richmond, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ALBERT R. WHITE, 2D,
Justice of the Peace.

REPORT

OF THE

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$4,526 82
Operating expenses,	4,435 52
GROSS INCOME ABOVE OPERATING EXPENSES,	\$91 30
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$15 06
Taxes, State and local,	85 36
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	100 42
Deficit for the year ending September 30, 1900,	\$9 12
Amount of deficit September 30, 1899,	636 10
Debits to profit and loss account during the year: claims, .	2,005 45
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$2,650 67
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$2,878 55
Receipts from carriage of mails,	150 00
Receipts from carriage of express and parcels,	856 51
Receipts from carriage of freight,	521 51
Receipts from interest on deposits,	1 80
Other earnings from operation: sundry receipts,	118 45
GROSS EARNINGS FROM OPERATION,	\$4,526 82
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$89 97
Other general expenses:	
General expense,	308 44
Advertising,	7 00
Maintenance of roadway and buildings: repair of roadbed and track,	83 00
Maintenance of equipment:	
Repair of cars and other vehicles,	15 25
Renewal of horses, harnesses, shoeing, etc.,	244 73

Transportation expenses:	
Provender for horses,	\$1,246 61
Wages and compensation of persons employed in conducting transportation,	2,390 50
Rentals of buildings and other property,	50 02
TOTAL OPERATING EXPENSES,	\$4,435 52

PROPERTY ACCOUNTS.

Additions to equipment:		
Additional cars (1 in number),	\$100 00	
Other additions to equipment:		
Express wagon,	175 00	
Horses bought,	165 00	
TOTAL ADDITIONS TO EQUIPMENT,		\$440 00
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): horses sold,		21 50
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$418 50

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.	
Cost of railway: roadbed and tracks,			\$14,357 15
Cost of equipment:			
Cars and other rolling stock and vehicles,	\$4,902 24		
Horses,	1,226 00		
TOTAL COST OF EQUIPMENT OWNED,			6,128 24
Cost of land and buildings:			
Land necessary for operation of railway,	\$475 00		
Buildings necessary for operation of railway,	672 01		
TOTAL COST OF LAND AND BUILDINGS OWNED,			1,147 01
TOTAL PERMANENT INVESTMENTS,			\$21,632 40
Cash and current assets:			
Cash,	\$625 96		
Bills and accounts receivable,	173 98		
TOTAL CASH AND CURRENT ASSETS,			799 94
Profit and Loss balance (deficit),			2,650 67
TOTAL,			\$25,083 01
LIABILITIES.		CR.	
Capital stock,			\$21,400 00
Current liabilities: loans and notes payable,			605 80
Accrued liabilities:			
William F. Nye, judgment,	\$1,458 06		
L. C. Williams, judgment,	1,619 15		
TOTAL ACCRUED LIABILITIES,			3,077 21
TOTAL,			\$25,083 01

CAPITAL STOCK.		
Capital stock authorized by law,	\$26,000 00	
Capital stock authorized by votes of company,	21,500 00	
Capital stock issued and outstanding,		\$21,400 00
Number of shares issued and outstanding,	214	
Number of stockholders,	42	
Number of stockholders in Massachusetts,	38	
Amount of stock held in Massachusetts,	\$20,300 00	

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year,	32,888
Number carried per mile of main railway track operated,	16,330
Number of round trips run,	3,106
Number of car miles run,	9,383
Average number of persons employed,	8

DESCRIPTION OF EQUIPMENT.		
DESCRIPTION OF EQUIPMENT.	Equipped for Horse Power.	Equipped with Stoves.
Box passenger cars,	5	5
Open passenger cars,	8	-
TOTAL,	13	5

MISCELLANEOUS EQUIPMENT.	
Barges and omnibuses,	1
Carts and snow sleds,	2
Other highway vehicles: 3 express, 1 democrat, 2 trucks and 1 lumber gear,	7
Harnesses (double, 12; single, 3),	15

RAILWAY OWNED AND OPERATED (BY HORSE POWER).	
Length of railway line,	2.014 miles.
Length of sidings, switches, etc.,	1.006 "
Total, computed as single track,	3.020 "

Names of the several cities and towns in which the railways operated by the company are located: Onset Bay and East Wareham.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE STREET
RAILWAY COMPANY,
NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph K. Nye, *President and General Manager*, New Bedford, Mass.
William F. Nye, *Vice-President*, New Bedford, Mass. Anderson W. Kelley,
Treasurer and Clerk of Corporation, New Bedford, Mass. Frederick L. Ben-
son, *Superintendent*, Onset, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph K. Nye, New Bedford, Mass. William F. Nye, New Bedford, Mass.
Anderson W. Kelley, New Bedford, Mass. Frederick L. Benson, Onset,
Mass. Benj. F. Gibbs, East Wareham, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

JOS. K. NYE,
WILLIAM F. NYE,
ANDERSON W. KELLEY,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. NEW BEDFORD, Nov. 6, 1900. Then personally appeared the
above-named Joseph K. Nye, William F. Nye and Anderson W. Kelley, and
severally made oath that the foregoing certificate by them subscribed is, to
the best of their knowledge and belief, true.

Before me,

ALBERT B. COLLINS,
Justice of the Peace.

REPORT

OF THE

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$167,451 64
Operating expenses,	109,227 09
NET EARNINGS FROM OPERATION,	\$58,224 55
Miscellaneous income: receipts from operation of Whalom Park,	11,193 17
GROSS INCOME ABOVE OPERATING EXPENSES,	\$69,417 72
Charges upon income accrued during the year:	
Interest on funded debt,	\$7,500 00
Interest and discount on unfunded debts and loans,	9,938 41
Taxes, State and local,	\$5,771 54
Taxes, commutation,	2,805 80
	8,577 34
Other deductions from income:	
Park expenses,	\$15,177 94
Contributed towards city of Fitchburg's share of grade crossing abolishment,	7,500 00
	22,677 94
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	48,693 69
NET DIVISIBLE INCOME,	\$20,724 03
Dividends declared (8 per cent on \$250,000),	20,000 00
Surplus for the year ending September 30, 1900,	\$724 03
Amount of surplus September 30, 1899,	18,290 88
Credits to profit and loss account during the year: premium on sale of stock,	\$40,432 00
Debits to profit and loss account during the year:	
Account receivable,	\$170 07
Depreciation, roadbed and track,	8,000 00
Depreciation, power plant,	5,000 00

Debits to profit and loss account, etc. — *Con.*

Depreciation, cars and equipment,	\$10,000 00
Accident insurance fund,	7,500 00
Renewal fund,	5,000 00
TOTAL DEBITS,	\$35,670 07

NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . \$4,761 93

TOTAL SURPLUS SEPTEMBER 30, 1900, . . . \$23,776 84

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$166,771 39
Receipts from rentals of buildings and other property,	280 29
Receipts from advertising in cars,	399 96
GROSS EARNINGS FROM OPERATION,	\$167,451 64

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$7,599 19
General office expenses and supplies,	2,182 41
Legal expenses,	384 53
Insurance,	6,449 89
Maintenance of roadway and buildings:	
Repair of roadbed and track,	4,212 89
Repair of electric line construction,	2,760 54
Removal of snow and ice,	922 80
Repair of buildings,	1,188 62
Maintenance of equipment:	
Repair of cars and other vehicles,	5,394 34
Repair of electric equipment of cars,	6,831 56
Renewal of horses, harnesses, shoeing, etc.,	698 99
Transportation expenses:	
Cost of electric motive power,	21,221 05
Provender for horses,	639 23
Wages and compensation of persons employed in conducting transportation,	43,548 09
Other transportation expenses:	
Miscellaneous car house and shop expenses,	2,069 13
Printing tickets and transfers, lamps, cleaning and sanding track, changing electrical equipments, grease and lubricants for cars and tracks, etc.,	3,123 83
TOTAL OPERATING EXPENSES,	\$109,227 09

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 7,374 feet),	\$23,023 96
New electric line construction (length, 15,147 feet feeder; 7,374 feet trolley),	6,482 89
TOTAL ADDITIONS TO RAILWAY,	\$29,506 85

Additions to equipment:		
Additional cars (6 in number) and electric equipment of same,	\$16,987 87	
Other additional rolling stock and vehicles,	924 78	
Other additions to equipment:		
Horse,	150 00	
General equipment,	447 14	
TOTAL ADDITIONS TO EQUIPMENT,		\$18,509 79
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$225 00	
New electric power stations, including machinery, etc.,	115 59	
Other new buildings necessary for operation of railway,	427 41	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		768 00
Additions to other permanent property: park property and equipment,		6,284 83
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$55,069 47
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Horse sold,	\$100 00	
Depreciation, roadbed and track,	8,000 00	
Depreciation, power plant,	5,000 00	
Depreciation, cars,	10,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		23,100 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$31,969 47

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$308,786 69	
Electric line construction, including poles, wiring, feeder lines, etc.,	56,961 89	
TOTAL COST OF RAILWAY OWNED,		\$365,748 58
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$107,359 13	
Horses,	375 00	
Other items of equipment,	5,493 24	
TOTAL COST OF EQUIPMENT OWNED,		113,227 37
Cost of land and buildings:		
Land necessary for operation of railway,	\$11,339 14	
Electric power stations, including equipment,	79,318 85	
Other buildings necessary for operation of railway,	17,785 15	
TOTAL COST OF LAND AND BUILDINGS OWNED,		108,443 14

Other permanent property:			
Whalom Park property and equipment,	\$36,315	79	
Fitchburg Park Company stock,	500	00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,			\$36,815 79
TOTAL PERMANENT INVESTMENTS,			\$624,234 88
Cash and current assets:			
Cash,	\$13,497	81	
Bills and accounts receivable,	1,925	15	
TOTAL CASH AND CURRENT ASSETS,			15,422 96
Miscellaneous assets: materials and supplies,			27,154 38
TOTAL,			\$666,812 22
LIABILITIES.		Cr.	
Capital stock,			\$250,000 00
Subscription to capital stock,			100,000 00
TOTAL CAPITAL STOCK,			\$350,000 00
Funded debt,			150,000 00
Current liabilities:			
Loans and notes payable,	\$125,000	00	
Miscellaneous current liabilities: tickets issued but not redeemed,	1,388	84	
TOTAL CURRENT LIABILITIES,			126,388 84
Accrued liabilities: interest accrued and not yet due,			926 21
Sinking and other special funds:			
Accident insurance fund,	\$9,720	33	
Renewal fund,	6,000	00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,			15,720 33
Profit and Loss balance (surplus),			23,776 84
TOTAL,			\$666,812 22
CAPITAL STOCK.			
Capital stock authorized by law,	\$500,000	00	
Capital stock authorized by votes of company,	350,000	00	
Capital stock issued and outstanding,			\$250,000 00
Amount paid in on 1,000 shares not yet issued,			100,000 00
TOTAL CAPITAL STOCK LIABILITY,			\$350,000 00
Number of shares issued and outstanding,	2,500		
Number of stockholders,	71		
Number of stockholders in Massachusetts,	69		
Amount of stock held in Massachusetts,	\$247,700	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Twenty-year first mortgage bonds,	Per Cent. 5	April 1, 1917,	\$150,000 00	\$7,500 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of renewal fund,		\$1,000 00
Amount, September 30, 1899, of accident insurance fund,		4,549 95
TOTAL, SEPTEMBER 30, 1899,		\$5,549 95
Additions during the year to renewal fund,	\$5,000 00	
Additions during the year to accident insurance fund,	12,500 00	
		17,500 00
TOTAL, INCLUDING ADDITIONS,		\$23,049 95
Deductions during the year from accident insurance fund,		7,329 62
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,		\$15,720 33

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	3,371,974
Number carried per mile of main railway track operated,	143,227
Number of round trips run,	128,260
Number of car miles run,	800,785
Average number of persons employed,	100

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	20	20	20	} 100
Open passenger cars,	30	30	-	
Combination,	1	1	-	
TOTAL,	51	51	20	100
Work cars,	5	-	-	-
Snow ploughs,	4	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	16
Other highway vehicles (3 carriages, 1 sleigh),	4
Horses,	4
Harnesses (double, 13; single, 5),	18
Other items of equipment: office safes, furniture, punches, etc.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	21.920 miles.
Length of second main track,	1.623 "
Total length of main track,	23.543 "
Length of sidings, switches, etc.,	1.772 "
Total, computed as single track,	25.315 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.835 miles.
Length of second main track, . . . . .	.875 "
Total length of main track,	2.710 "

System of electric motive power in use by the company: overhead trolley.
Names of the several cities and towns in which the railways operated by the company are located: Fitchburg, Leominster and Lunenburg.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz.:		
With Boston & Maine Railroad, Water Street, Fitchburg,	3	1
With Boston & Maine Railroad, Water Street, Fitchburg (Engine House),	1	1
With Boston & Maine Railroad, River Street, Fitchburg (Iver Johnson Mill),	1	1
With Boston & Maine Railroad, River Street, Fitchburg (Orswell Mills),	1	1
With Boston & Maine Railroad, River Street, Fitchburg (Clegborn Mills),	1	1
With Boston & Maine Railroad, River Street, Fitchburg (Woodward's Mills),	1	1
With New York, New Haven & Hartford Railroad, Main Street, Fitchburg (Davis Mills),	1	2
With New York, New Haven & Hartford Railroad, Main Street, Leominster,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	11	9

Number of above crossings at which *frogs* are inserted in the tracks, 3

GENERAL REMARKS AND EXPLANATIONS.

All crossings to mills used for freight switching only. The two crossings with Boston & Maine Railroad at Water Street abolished October 7, 1900.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTALS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	6	-	5	-	11
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	14	1	14
TOTALS,	-	6	1	19	1	25

STATEMENT OF EACH ACCIDENT.

Oct. 7, 1899. — Lady thrown from car which was started while she was boarding it.

October 21. — Slight head-on collision; two men slightly injured.

October 23. — Man jumped from rapidly moving car, despite efforts of conductor to hold him on, and struck his head against a pole.

November 7. — Small child ran in front of car; was thrown down and leg broken by scrapers.

November 26. — Man jumped from rapidly moving car; injured about head.

December 11. — Man, with companion, drove team on track in front of car and towards it; they were thrown out by collision, and both injured.

December 24. — Man drove team on track in front of car; was thrown out by collision and badly injured.

Feb. 21, 1900. — Lame lady, partially aboard car when it started, was dragged; slight injury.

March 11. — Deaf lady crossed track directly in front of car; was struck and bruised.

April 4. — Man thrown against seat by car starting suddenly after it had stopped; injury to knee.

May 23. — Horse, frightened at car, ran against cart and threw lady out; slight injury.

June 10. — Man leaned out of car and was struck by passing car; slight injury.

June 27. — Man alighted at curve, and as car swung around he was hit by its rear end.

June 28. — Man, walking along, stepped in front of car; slight injury.

June 29. — Deaf mute crossed track in front of car, was struck and knocked down; slight injury.

July 5. — Drunken man tried to board rapidly moving car; thrown down and somewhat cut.

July 5. — Man on running-board lost his grip as car was rounding curve, and fell to the ground; slight injury.

July 7. — Car was started while elderly man was boarding, and he was dragged; slight injury.

August 18. — Little girl ran into car from behind a wagon; slight injuries.

August 25. — Little boy ran into car from behind a carriage; slight injuries.

August 27. — Drunken man ran rapidly into car; severely injured.

September 1. — Drunken man walking on track (foggy night), struck by car and killed.

September 3. — Man stepped from moving car; slight injuries.

September 9. — Covered milk wagon driven rapidly down side street and across in front of car; collision, and driver badly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY,
FITCHBURG, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry A. Willis, *President*, Fitchburg, Mass. Herbert I. Wallace, *Vice-President*, Fitchburg, Mass. Robert N. Wallis, *Treasurer*, Fitchburg, Mass. Charles F. Baker, *Clerk of Corporation*, Fitchburg, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry A. Willis, Fitchburg, Mass. Herbert I. Wallace, Fitchburg, Mass. Charles F. Baker, Fitchburg, Mass. Edgar F. Belding, Fitchburg, Mass. George E. Clifford, Fitchburg, Mass. George N. Proctor, Fitchburg, Mass. Wesley W. Sargent, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY A. WILLIS,
HERBERT I. WALLACE,
CHARLES F. BAKER,
EDGAR F. BELDING,
GEORGE E. CLIFFORD,
GEORGE N. PROCTOR,
WESLEY W. SARGENT,
Directors.
ROBERT N. WALLIS,
Treasurer.
WESLEY W. SARGENT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. FITCHBURG, Nov. 7, 1900. Then personally appeared the above-named Henry A. Willis, Herbert I. Wallace, Charles F. Baker, Edgar F. Belding, George E. Clifford, George N. Proctor, Wesley W. Sargent and Robert N. Wallis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILBUR B. TENNEY,
Justice of the Peace.

REPORT

OF THE

FITCHBURG & SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$25,400 80
Operating expenses,	25,276 57
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$124 23
Charges upon income accrued during the year :	
Interest and discount on unfunded debts and loans,	\$1,300 59
Taxes, State and local, \$448 00	
Taxes, commutation, 253 97	
	701 97
Other deductions from income: amusement,	1,767 89
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	3,770 45
Deficit for the year ending September 30, 1900,	\$3,646 22
Amount of surplus September 30, 1899,	2,928 46
Debits to profit and loss account during the year: deductions on account of errors in previous years,	3,152 12
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$3,869 88
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$25,397 05
Receipts from advertising in cars,	3 75
GROSS EARNINGS FROM OPERATION,	\$25,400 80
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$915 19
General office expenses and supplies,	861 64
Insurance,	1,549 78
Maintenance of roadway and buildings :	
Repair of roadbed and track,	790 02
Repair of electric line construction,	184 81
Removal of snow and ice,	159 01
Repair of buildings,	55 88

Maintenance of equipment :	
Repair of cars and other vehicles,	\$1,895 20
Repair of electric equipment of cars,	1,112 85
Transportation expenses :	
Cost of electric motive power,	8,167 46
Wages and compensation of persons employed in conducting transportation,	7,482 47
Damages for injuries to persons and property,	34 00
Other transportation expenses : other employees,	2,568 26
TOTAL OPERATING EXPENSES,	\$25,276 57

PROPERTY ACCOUNTS.

Additions to railway :		
Extension of tracks (length, 6,943 feet),	\$26,408 81	
New electric line construction (length, 6,943 feet),	4,097 85	
Other additions to railway : engineering and other charges,	1,991 47	
TOTAL ADDITIONS TO RAILWAY,		\$32,498 13
Additions to equipment :		
Additional cars (7 in number),	\$7,993 99	
Electric equipment of same,	3,868 04	
Other additions to equipment : heaters, etc.,	403 15	
TOTAL ADDITIONS TO EQUIPMENT,		12,265 18
Additions to land and buildings :		
New electric power stations, including machinery, etc,	\$31,976 52	
Other new buildings necessary for operation of railway,	271 87	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		32,248 39
Additions to other permanent property :		
Park property,	\$18,400 00	
Tools,	293 34	
Office furniture,	423 70	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		19,117 04
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$96,128 74

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

	ASSETS.	Dr.
Cost of railway :		
Roadbed and tracks,	\$83,549 72	
Electric line construction, including poles, wiring, feeder lines, etc.,	18,342 85	
Engineering and other expenses incident to construction,	6,845 40	
Other items of railway cost : change of grade,	156 87	
TOTAL COST OF RAILWAY OWNED,		\$108,894 84

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$21,214 35	
Electric equipment of same,	10,876 24	
Other items of equipment: carette, heaters and sand boxes,	1,303 15	
TOTAL COST OF EQUIPMENT OWNED,		\$33,393 74
Cost of land and buildings:		
Land necessary for operation of railway,	\$800 00	
Electric power stations, including equipment,	36,909 87	
Other buildings necessary for operation of railway,	7,515 20	
TOTAL COST OF LAND AND BUILDINGS OWNED,		45,225 07
Other permanent property:		
Park and park buildings,	\$18,400 00	
Tools, \$293.34; office furniture, \$423.70,	717 04	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		19,117 04
TOTAL PERMANENT INVESTMENTS,		\$206,630 69
Cash and current assets:		
Cash,	\$320 18	
Bills and accounts receivable,	78 75	
Other cash and current assets:		
Unexpired insurance,	515 10	
Unexpired taxes,	465 50	
TOTAL CASH AND CURRENT ASSETS,		1,379 53
Miscellaneous assets: materials and supplies,		3,494 44
Profit and Loss balance (deficit),		3,869 88
TOTAL,		\$215,374 54
LIABILITIES.		CR.
Capital stock,		\$188,000 00
Current liabilities:		
Loans and notes payable,	\$21,578 89	
Audited vouchers and accounts,	5,707 99	
TOTAL CURRENT LIABILITIES,		27,286 88
Accrued liabilities: suspense account,		87 66
TOTAL,		\$215,374 54
CAPITAL STOCK.		
Capital stock authorized by law,	\$188,000 00	
Capital stock authorized by votes of company,	188,000 00	
Capital stock issued and outstanding,		\$188,000 00
Number of shares issued and outstanding,	1,880	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	\$188,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	552,251
Number carried per mile of main railway track operated,	86,343
Number of round trips run,	13,455
Number of car miles run,	171,962
Average number of persons employed,	22

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	6	6	6	12
Open passenger cars,	11	11	-	16
TOTAL,	17	17	6	28
Work cars,	1	-	-	2
Snow ploughs,	1	-	-	-

MISCELLANEOUS EQUIPMENT.

Other highway vehicles: tower wagon,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.396 miles.
Length of sidings, switches, etc., . . . . .	.442 "
Total, computed as single track,	6.838 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line, . . . . .	.124 miles.
Length of second main track, . . . . .	.110 "
Total length of main track, . . . . .	.234 "

System of electric motive power in use by the company: Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Leominster and Fitchburg.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, Water Street, Leominster,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Lady stepped from moving car; injury slight.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & SUBURBAN STREET RAILWAY COMPANY,
LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harry L. Pierce, *President*, Leominster, Mass. James A. Parker, *Vice-President*, Boston, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass. Joseph G. Stearns, *Assistant Treasurer*, Boston, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Parker, Boston, Mass. Irvin McDowell Garfield, Boston, Mass. Bentley W. Warren, Boston, Mass. Harry L. Pierce, Leominster, Mass. Andrew J. Peters, Boston, Mass. Francis R. Hart, Boston, Mass. Frederick W. Kendrick, Boston, Mass. Samuel E. Winslow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES A. PARKER,
ANDREW J. PETERS,
BENTLEY W. WARREN,
IRVIN McDOWELL GARFIELD,
F. W. KENDRICK,
FRANCIS R. HART,
JUSTIN W. LESTER,
GEO. H. BURGESS,

Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1900. Then personally appeared the above-named Justin W. Lester, James A. Parker, Bentley W. Warren, Irvin McDowell Garfield, F. W. Kendrick and Francis R. Hart, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ANDREW J. PETERS,
Justice of the Peace.

REPORT

OF THE

FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Operated by the Marlborough.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$24,559 10
Operating expenses,	15,373 30
GROSS INCOME ABOVE OPERATING EXPENSES,	\$9,185 80
Charges upon income accrued during the year :	
Interest on funded debt,	\$3,000 00
Interest and discount on unfunded debts and loans,	1,125 22
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,125 22
Surplus for the year ending September 30, 1900,	\$5,060 58
Amount of surplus September 30, 1899,	2,951 69
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$8,012 27
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$24,392 57
Receipts from tolls for use of tracks by other companies,	166 53
GROSS EARNINGS FROM OPERATION,	\$24,559 10
EXPENSES OF OPERATION.	
General expenses : revenue stamps, printing, etc.,	\$69 77
Transportation expenses : amount paid Marlborough Street Railway Company for operating under agreement,	15,303 53
TOTAL OPERATING EXPENSES,	\$15,373 30

PROPERTY ACCOUNTS.		
Additions to railway:		
Putting in new crossing across New York, New Haven & Hartford Railroad, Framingham, new turn-out; also sundry bills contracted during construction of railway and paid during year,	\$2,277 74	
Other additions to railway: legal and engineering expenses contracted during construction and paid during the year,	748 54	
TOTAL ADDITIONS TO RAILWAY,		\$3,026 28
Additions to equipment: sundry bills for equipment contracted during construction and paid during year,		1,350 57
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$4,376 85

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$108,312 74	
Electric line construction, including poles, wiring, feeder lines, etc.,	33,500 00	
Engineering and other expenses incident to construction,	748 54	
TOTAL COST OF RAILWAY OWNED,		\$142,561 28
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		24,384 84
TOTAL PERMANENT INVESTMENTS,		\$166,946 12
Cash and current assets:		
Cash,	\$3,525 44	
Bills and accounts receivable,	6,924 88	
Other cash and current assets: prepaid interest,	422 50	
TOTAL CASH AND CURRENT ASSETS,		10,872 82
TOTAL,		\$177,818 94
LIABILITIES.		Cr.
Capital stock,		\$80,000 00
Funded debt,		60,000 00
Current liabilities: loans and notes payable,		28,800 00
Accrued liabilities: interest accrued and not yet due,		1,006 67
Profit and Loss balance (surplus),		8,012 27
TOTAL,		\$177,818 94

CAPITAL STOCK.

Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding,		\$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1919, .	\$60,000 00	\$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	377,852
Number carried per mile of main railway track operated, .	50,630
Number of round trips run,	9,975
Number of car miles run,	144,563

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	3	3	6
Open passenger cars,	5	5	-	10
TOTAL,	8	8	3	16
Snow ploughs,	2	-	-	-

RAILWAY OWNED.

Length of railway line,	7.463 miles.
Length of sidings, switches, etc., . . . . .	.141 "
Total, computed as single track,	7.604 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,075 miles.
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System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Framingham and Southborough.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Worcester Street, Frammingham,	3	1
Number of above crossings at which <i>frogs</i> are inserted in the tracks, . . 1		

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	3	-	3
TOTALS,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

Oct. 8, 1899. — Car collided with team, and two occupants, under the influence of liquor, thrown out and slightly injured.

December 30. — Car collided with team, throwing out driver, with slight injuries.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMMINGHAM, SOUTHBOROUGH & MARLBOROUGH STREET
RAILWAY COMPANY,
MARLBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. H. E. Bradford, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jas. F. Shaw, Brookline, Mass. Geo. A. Butman, Malden, Mass. Edward P. Shaw, Brookline, Mass. Edward P. Shaw, Jr., Brookline, Mass. Wm. S. Reed, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. F. SHAW,
E. P. SHAW, JR.,
EDWARD P. SHAW,
GEO. A. BUTMAN,
Directors.
GEO. A. BUTMAN,
Treasurer.
H. E. BRADFORD,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 13, 1900. Then personally appeared the above-named Jas. F. Shaw, Edw. P. Shaw, Edward P. Shaw, Jr., Geo. A. Butman and H. E. Bradford, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

FRAMINGHAM UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$35,793 93
Operating expenses,	21,009 68
GROSS INCOME ABOVE OPERATING EXPENSES,	\$14,784 25
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,500 00
Interest and discount on unfunded debts and loans,	3,258 43
Taxes, State and local,	\$579 21
Taxes, commutation,	703 96
	1,283 17
Other deductions from income: amusements,	155 85
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	7,197 45
Surplus for the year ending September 30, 1900,	\$7,586 80
Amount of surplus September 30, 1899,	10,013 31
	\$17,600 11
Credits to profit and loss account during the year: tickets sold previous to September 30, 1899, but not paid for until after books were closed,	\$13 80
Debits to profit and loss account during the year: 1899 taxes paid after close of books, September 30, 1899,	639 56
NET AMOUNT DEBITED TO PROFIT AND LOSS,	625 76
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$16,974 35
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$35,197 90
Receipts from carriage of mails,	149 70
Receipts from rentals of buildings and other property,	171 33
Receipts from advertising in cars,	275 00
GROSS EARNINGS FROM OPERATION,	\$35,793 93

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$3,303 00
General office expenses and supplies,		1,096 69
Insurance,		257 02
Other general expenses: printing, tickets, telephones, revenue stamps, etc.,		1,226 37
Maintenance of roadway and buildings:		
Repair of roadbed and track,		145 02
Repair of electric line construction,		97 06
Removal of snow and ice,		111 25
Repair of buildings,		19 15
Maintenance of equipment:		
Repair of cars and other vehicles,		518 37
Repair of electric equipment of cars,		213 22
Transportation expenses:		
Cost of electric motive power,		4,781 90
Wages and compensation of persons employed in conducting transportation,		8,154 86
Damages for injuries to persons and property,		879 74
Other transportation expenses: oil, waste, grease, etc.,		206 03
TOTAL OPERATING EXPENSES,		\$21,009 68
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks and new feeder wire,	\$2,387 02	
Other additions to railway: additional legal and engineering expenses,	208 48	
TOTAL ADDITIONS TO RAILWAY,		\$2,595 50
Additions to equipment:		
New trucks and vestibules on old car bodies,	\$1,343 44	
Other additions to equipment: registers and trolley catchers,	214 25	
TOTAL ADDITIONS TO EQUIPMENT,		1,557 69
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$4,153 19
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of land and buildings at Saxonville,		3,000 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$1,153 19
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc.,	\$113,350 90	
Engineering and other expenses incident to construction,	446 59	
TOTAL COST OF RAILWAY OWNED,		\$113,797 49

Cost of equipment:			
Cars and other rolling stock and vehicles, .	\$25,296 14		
Other items of equipment: trolley catchers, registers, etc.,	253 02		
TOTAL COST OF EQUIPMENT OWNED,			\$25,549 16
Cost of land and buildings: buildings necessary for operation of railway, including land,			8,768 19
TOTAL PERMANENT INVESTMENTS,			\$148,114 84
Cash and current assets:			
Cash,	\$1,592 00		
Bills and accounts receivable,	200 00		
Sinking and other special funds,	1,000 00		
Other cash and current assets: prepaid interest,	432 00		
TOTAL CASH AND CURRENT ASSETS,			3,224 00
Miscellaneous assets: materials and supplies,			742 16
TOTAL,			\$152,081 00
LIABILITIES.		Cr.	
Capital stock,			\$30,000 00
Funded debt,			50,000 00
Current liabilities:			
Loans and notes payable,	\$52,000 00		
Audited vouchers and accounts,	674 11		
TOTAL CURRENT LIABILITIES,			52,674 11
Accrued liabilities:			
Interest accrued and not yet due,	\$728 58		
Taxes accrued and not yet due,	703 96		
TOTAL ACCRUED LIABILITIES,			1,432 54
Sinking and other special funds,			1,000 00
Profit and Loss balance (surplus),			16,974 35
TOTAL,			\$152,081 00
CAPITAL STOCK.			
Capital stock authorized by law,	\$60,000 00		
Capital stock authorized by votes of company,	60,000 00		
Capital stock issued and outstanding,			\$30,000 00
Number of shares issued and outstanding,	300		
Number of stockholders,	21		
Number of stockholders in Massachusetts,	21		
Amount of stock held in Massachusetts,	\$30,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	July 1, 1909,	\$50,000 00	\$2,500 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of sinking fund,	\$1,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$1,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	660,021
Number carried per mile of main railway track operated,	101,526
Number of round trips run,	27,344
Number of car miles run,	146,563
Average number of persons employed,	14

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	5	-	5	5	5	10
Open passenger cars,	6	2	8	6	-	1
TOTAL,	11	2	13	11	5	11
Work cars,	1	-	-	-	-	-
Snow ploughs,	-	2	-	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
Length of railway line,	Miles. 6.358	Miles. .143	Miles. 6.501
Length of sidings, switches, etc., . . . . .	.478	-	.478
TOTAL, COMPUTED AS SINGLE TRACK,	6.836	.143	6.979

System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Framingham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Albany Railroad, Elm Street, Saxonville, . . .	1	1
With Boston & Albany Railroad, Elm Street, Saxonville, . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	3	-	3
TOTALS,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

April 9, 1900. — Little girl struck by car and slightly injured.

August 30. — Car collided with team; one man had leg injured and one man had arm broken.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMINGHAM UNION STREET RAILWAY COMPANY,
MARLBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Jas. F. Shaw, *President*, 8 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. H. E. Bradford, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Franklin E. Gregory, Saxonville, Mass. Wm. M. Butler, Boston, Mass. James F. Shaw, Brookline, Mass. Edw. P. Shaw, Brookline, Mass. Geo. A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. F. SHAW,
EDWARD P. SHAW,
E. P. SHAW, JR.,
GEO. A. BUTMAN,
Directors.
GEO. A. BUTMAN,
Treasurer.
H. E. BRADFORD,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 13, 1900. Then personally appeared the above-named James F. Shaw, Edward P. Shaw, Edward P. Shaw, Jr., Geo. A. Butman and H. E. Bradford, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

GARDNER ELECTRIC STREET RAILWAY COMPANY

FOR THE PERIOD ENDING DECEMBER 18, 1899.

[Consolidated with the Gardner, Westminster & Fitchburg December 18, 1899.]

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,	\$3,394 10
Operating expenses,	3,136 71
GROSS INCOME ABOVE OPERATING EXPENSES,	\$257 39
Charges upon income accrued during the year: interest and discount on unfunded debts and loans,	491 31
Deficit for the period ending December 18, 1899,	\$233 92
Amount of deficit September 30, 1899,	2,215 69
Debits to profit and loss account during the year: poor account,	15 00
TOTAL DEFICIT DECEMBER 18, 1899,	\$2,464 61

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$3,394 10
GROSS EARNINGS FROM OPERATION,	\$3,394 10

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$259 00
General office expenses and supplies,	11 75
Legal expenses,	80 00
Insurance,	40 90
Other general expenses,	30 00
Advertising,	15 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	983 01
Removal of snow and ice,	8 72
Maintenance of equipment:	
Repair of cars and other vehicles,	21 75
Repair of electric equipment of cars,	20 10

Transportation expenses:	
Cost of electric motive power,	\$666 66
Wages and compensation of persons employed in conducting transportation,	949 22
Other transportation expenses,	50 60
TOTAL OPERATING EXPENSES,	\$3,136 71

GENERAL BALANCE SHEET, DECEMBER 18, 1899.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$35,510 04	
Electric line construction, including poles, wiring, feeder lines, etc.,	8,675 46	
Interest accrued during construction of railway,	83 23	
Engineering and other expenses incident to construction,	2,165 76	
TOTAL COST OF RAILWAY OWNED,		\$46,434 49
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$6,711 80	
Electric equipment of same,	8,114 98	
TOTAL COST OF EQUIPMENT OWNED,		14,826 78
Cost of land and buildings:		
Land necessary for operation of railway,	\$955 55	
Electric power stations, including equipment,	11,727 66	
Other buildings necessary for operation of railway,	2,150 91	
TOTAL COST OF LAND AND BUILDINGS OWNED,		14,834 12
TOTAL PERMANENT INVESTMENTS,		\$76,095 39
Cash and current assets: cash,		37 65
Miscellaneous assets:		
Materials and supplies,	\$1,808 38	
Other assets and property: value of insurance policies,	440 26	
TOTAL MISCELLANEOUS ASSETS,		1,748 64
Profit and Loss balance (deficit),		2,464 61
TOTAL,		\$80,346 29
LIABILITIES.		CR.
Capital stock,		\$50,000 00
Current liabilities:		
Loans and notes payable,	\$29,519 91	
Audited vouchers and accounts,	826 38	
TOTAL CURRENT LIABILITIES,		30,346 29
TOTAL,		\$80,346 29

CAPITAL STOCK.*			
Capital stock authorized by law,	\$50,000	00	
Capital stock authorized by votes of company,	50,000	00	
Capital stock issued and outstanding,			\$50,000 00
Number of shares issued and outstanding,		500	
Number of stockholders,		44	
Number of stockholders in Massachusetts,		42	
Amount of stock held in Massachusetts,	\$48,600	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
20-year bonds, gold coupon, †	Per Cent. 5	Oct. 1, 1916, .	\$26,600 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	69,843
Number carried per mile of main railway track operated,	16,093
Number of round trips run,	3,605
Number of car miles run,	15,652
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with Stoves.	Number of Motors.
Box passenger cars,	3	3	1	2	7
Open passenger cars,	3	3	-	-	6
TOTAL,	6	6	1	2	13

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.340 miles.
Length of sidings, switches, etc., . . . . .	.114 "
Total, computed as single track,	4.454 "

* All but \$2,800 of this stock has been exchanged for stock of the Gardner, Westminster & Fitchburg Street Railway Company, under the terms of sale to said company.

† These bonds were, December 18, 1899, pledged, but have since been paid off and cancelled.

System of electric motive power in use by the company : Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located : Gardner.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Worcester Division, Fitchburg Railroad, Park Street (1 main, 2 side),	3	1
With freight side track, North Main Street,	1	1
With Worcester Division, Fitchburg Railroad, North Main Street, (1 main, 2 side),	3	1
With Worcester Division, Fitchburg Railroad, South Main Street, (known as Kendall's crossing),	1	1
With Worcester Division, Fitchburg Railroad, South Main Street (known as Sawin's crossing),	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	9	5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1
TOTALS,	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT.

Nov. 27, 1899. — William Woodbury had his horses backed across the track in the darkness; car came around curve and struck one horse slightly, but frightened him, causing him to plunge; Mr. Woodbury was slightly injured in controlling horse.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER ELECTRIC STREET RAILWAY COMPANY,
GARDNER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. James A. Stiles, *Treasurer*, *Clerk of Corporation and General Counsel*, Gardner, Mass. Thos. B. Grimes, *Auditor*, Marion Street, East Boston, Mass. F. LeNoir, *Superintendent*, Gardner, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. George R. Damon, Leominster, Mass. Alex. S. Paton, Leominster, Mass. Thos. B. Grimes, East Boston, Mass. Marcus A. Coolidge, Westborough, Mass. James A. Stiles, Gardner, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,
JAMES A. STILES,
EDWD. F. BLODGETT,
GEO. R. DAMON,
Directors.
JAMES A. STILES,
Treasurer.
FREDERICK LENOIR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 22, 1900. Then personally appeared the above-named Frederic S. Coolidge, James A. Stiles, Edward F. Blodgett, George R. Damon and Frederick LeNoir, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUTH H. LANE,
Special Commissioner.

REPORT

OF THE

GARDNER, WESTMINSTER & FITCHBURG STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$46,723 26
Operating expenses,	35,263 01
GROSS INCOME ABOVE OPERATING EXPENSES,	\$11,460 25
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,750 00
Interest and discount on unfunded debts and loans,	538 57
Taxes, State and local,	2,118 32
Other deductions from income:	
Maintenance of pleasure grounds,	\$1,772 78
Accounts receivable charged to profit and loss,	27 70
	1,800 48
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	8,207 37
Surplus for the year ending September 30, 1900,	\$3,252 88
Amount of deficit Sept. 30, 1899,	317 76
Credits to profit and loss account during the year: cash paid in,	\$11,000 00
Debits to profit and loss account during the year:	
Gardner Electric deficit,	\$2,464 61
Engineering and other expenses,	754 29
Cars,	3,719 00
Electric power station,	3,744 34
	10,682 24
TOTAL DEBITS,	317 76
NET AMOUNT CREDITED TO PROFIT AND LOSS, . . .	\$3,252 88
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$3,252 88
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$46,570 01
Receipts from advertising in cars,	153 25
GROSS EARNINGS FROM OPERATION,	\$46,723 26

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$1,622 00
General office expenses and supplies,	958 54
Legal expenses,	853 25
Insurance,	2,151 06
Other general expenses,	505 86
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,931 03
Repair of electric line construction,	73 96
Removal of snow and ice,	509 18
Repair of buildings,	43 05
Maintenance of equipment:	
Repair of cars and other vehicles,	731 65
Repair of electric equipment of cars,	58 99
Transportation expenses:	
Cost of electric motive power,	10,708 53
Wages and compensation of persons employed in conducting transportation,	12,664 07
Damages for injuries to persons and property,	20 00
Other transportation expenses,	2,431 84
TOTAL OPERATING EXPENSES,	\$35,263 01

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks,	\$55,570 32
New electric line construction,	24,555 47
Interest accrued during construction,	162 65
Other additions to railway:	
Engineering and other expenses,	5,646 57
Telephone line,	3,000 00
Gardner Electric consolidation,	46,434 00
Commission account,	13,700 00
TOTAL ADDITIONS TO RAILWAY,	\$149,069 01
Additions to equipment:	
Additional cars (9 in number),	\$19,093 32
Electric equipment of same,	12,689 98
Other additions to equipment: Gardner Electric consolidation,	14,826 78
TOTAL ADDITIONS TO EQUIPMENT,	46,610 08
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$1,810 00
New electric power stations, including machinery, etc., and additional equipment of power stations,	9,286 46
Other new buildings necessary for operation of railway,	1,681 62
Gardner Electric consolidation,	14,834 12
TOTAL ADDITIONS TO LAND AND BUILDINGS,	27,612 20
Additions to other permanent property: pleasure grounds and improvements,	
	11,474 04
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$234,765 33

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Engineering and other expenses, depreciation,	\$754 29
Cars,	3,719 00
Electric power station,	3,744 34
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . .	\$8,217 63
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$226,547 70

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

	ASSETS.	Dr.
Cost of railway:		
Roadbed and tracks,	\$161,133 15	
Electric line construction, including poles, wiring, feeder lines, etc.,	43,730 93	
Interest accrued during construction of railway,	1,267 74	
Engineering and other expenses incident to construction,	10,000 00	
Other items of railway cost:		
Commission account,	13,700 00	
Telephone line,	3,000 00	
TOTAL COST OF RAILWAY OWNED,		\$232,831 82
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$28,569 45	
Electric equipment of same,	27,204 96	
TOTAL COST OF EQUIPMENT OWNED,		55,774 41
Cost of land and buildings:		
Land necessary for operation of railway,	\$3,902 93	
Electric power stations, including equipment,	62,443 11	
Other buildings necessary for operation of railway,	10,832 53	
TOTAL COST OF LAND AND BUILDINGS OWNED,		77,178 57
Other permanent property: pleasure grounds and improvements,		11,474 04
TOTAL PERMANENT INVESTMENTS,		\$377,258 84
Cash and current assets:		
Cash,	\$1,401 88	
Bills and accounts receivable,	128 40	
TOTAL CASH AND CURRENT ASSETS,		1,530 28
Miscellaneous assets:		
Materials and supplies,	\$3,928 97	
Other assets and property: insurance policies,	712 50	
TOTAL MISCELLANEOUS ASSETS,		4,641 47
TOTAL,		\$383,430 59
	LIABILITIES.	Cr.
Capital stock,		\$185,000 00
Funded debt,		150,000 00

Current liabilities :		
Loans and notes payable,	\$35,050 71	
Audited vouchers and accounts,	8,414 92	
Salaries and wages,	594 39	
TOTAL CURRENT LIABILITIES,		\$44,060 02
Accrued liabilities: taxes accrued and not yet due,		1,117 69
Profit and Loss balance (surplus),		3,252 88
TOTAL,		\$383,430 59

CAPITAL STOCK.		
Capital stock authorized by law,	\$185,000 00	
Capital stock authorized by votes of company,	185,000 00	
Capital stock issued and outstanding,		\$182,200 00
Amount paid in on stock to be exchanged,		2,800 00
TOTAL CAPITAL STOCK LIABILITY,		\$185,000 00
Number of shares issued and outstanding,	1,822	
Number of stockholders,	74	
Number of stockholders in Massachusetts,	72	
Amount of stock held in Massachusetts,	\$183,400 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Feb. 1, 1920,	\$150,000 00	\$3,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	902,482
Number carried per mile of main railway track operated,	57,556
Number of round trips run,	21,538
Number of car miles run,	275,155
Average number of persons employed,	40

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	7	7	7	15
Open passenger cars,	12	12	-	24
TOTAL,	19	19	7	39
Box freight cars,	1	-	-	-

MISCELLANEOUS EQUIPMENT.

Other items of equipment: tower wagon,	1
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RAILWAY OWNED.

Length of railway line,	15.680 miles.
Length of sidings, switches, etc.,420 "
Total, computed as single track,	16.100 "

RAILWAY OPERATED (BY ELECTRIC POWER).

Length of railway line,	15.680 miles.
Length of sidings, switches, etc., . . . . .	.370 "
Total, computed as single track,	16.050 "

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Gardner, Westminster and Fitchburg.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at Park Street, Gardner (1 main, 2 side), . . .	3	1
With freight side track, North Main Street, Gardner, . . .	1	1
With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at North Main Street, Gardner (1 main, 2 side), . . .	3	1
With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at South Main Street, Gardner (known as Kendall's Crossing), . . .	1	1
With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at South Main Street, Gardner,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	9	5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	3	1	3
TOTALS,	-	-	1	5	1	5

STATEMENT OF EACH ACCIDENT.

Feb. 3, 1900. — Man drove wood sled from woods in front of car; car struck man and threw him from sled; slight injury.

February 21. — Man, snow falling, jumped in front of car in plain view; slightly injured.

June 16. — Man jumped from moving car; ankle sprained.

June 18. — Man collided with side of car; slightly injured.

June 21. — Woman stepped from moving car; slightly injured.

September 15. — Man, lying on track at night, run over and killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER, WESTMINSTER & FITCHBURG STREET RAILWAY
COMPANY,
GARDNER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. James A. Stiles, *Treasurer, Clerk of Corporation and General Counsel*, Gardner, Mass. Walter R. Dame, *Auditor*, Clinton, Mass. Frederick LeNoir, *Superintendent*, Gardner, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. James A. Stiles, Gardner, Mass. Franklin E. Bolton, Westminister, Mass. George R. Damon, Leominster, Mass. William S. Reed, Leominster, Mass. Alex. S. Paton, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,
JAMES A. STILES,
FRANKLIN E. BOLTON,
EDWD. F. BLODGETT,
GEORGE R. DAMON,
Directors.
JAMES A. STILES,
Treasurer.
FREDERICK LENOIR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 22, 1900. Then personally appeared the above-named Frederic S. Coolidge, James A. Stiles, Franklin E. Bolton, Edward F. Blodgett, George R. Damon and Frederick LeNoir, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUTH H. LANE,
Special Commissioner.

REPORT

OF THE

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation May 1, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$23,631 76
Operating expenses,	10,695 34
GROSS INCOME ABOVE OPERATING EXPENSES,	\$12,936 42
Charges upon income accrued during the year:	
Interest on funded debt (July 9 to September 30),	\$2,050 00
Interest and discount on unfunded debts and loans,	412 63
Taxes, State and local,	2,020 72
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,483 35
Surplus for the year ending September 30, 1900,	\$8,453 07
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$8,453 07
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$23,603 76
Other earnings from operation: sale of copper junk,	28 00
GROSS EARNINGS FROM OPERATION,	\$23,631 76
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$537 74
General office expenses and supplies,	137 39
Insurance,	484 18
Other general expenses: supplies,	168 91
Maintenance of roadway and buildings:	
Repair of roadbed and track,	189 86
Repair of electric line construction,	20 64
Repair of buildings,	27 07

Maintenance of equipment :	
Repair of cars and other vehicles,	\$104 93
Repair of electric equipment of cars,	165 63
Transportation expenses :	
Cost of electric motive power, \$4,785.15; less power sold, \$2,632.82; net,	2,152 33
Wages and compensation of persons employed in conduct- ing transportation,	5,594 83
Damages for injuries to persons and property,	595 21
Tolls for trackage over other railways,	264 80
Other transportation expenses :	
Amusements,	106 00
Oil, grease, cotton waste, etc.,	145 82
TOTAL OPERATING EXPENSES,	\$10,695 34

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$193,346 12	
Electric line construction, including poles, wiring, feeder lines, etc.,	62,205 55	
Engineering and other expenses incident to construction,	7,500 00	
TOTAL COST OF RAILWAY OWNED,		\$263,051 67
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$43,606 21	
Electric equipment of same,	16,688 89	
TOTAL COST OF EQUIPMENT OWNED,		60,295 10
Cost of land and buildings :		
Land necessary for operation of railway,	\$1,450 00	
Electric power stations, including equipment, Other buildings necessary for operation of railway,	65,515 00 16,400 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		83,365 00
TOTAL PERMANENT INVESTMENTS,		\$406,711 77
Cash and current assets :		
Cash,	\$1,493 67	
Bills and accounts receivable,	1,299 66	
Other cash and current assets: prepaid insur- ance,	590 44	
TOTAL CASH AND CURRENT ASSETS,		3,383 77
TOTAL,		\$410,095 54
LIABILITIES.		Cr.
Capital stock,		\$180,000 00
Funded debt,		180,000 00
Current liabilities :		
Loans and notes payable,	\$19,730 00	
Audited vouchers and accounts,	16,891 75	
TOTAL CURRENT LIABILITIES,		36,621 75

Accrued liabilities :				
Interest accrued and not yet due, . . .			\$3,000 00	
Taxes accrued and not yet due, . . .			2,020 72	
TOTAL ACCRUED LIABILITIES,				\$5,020 72
Profit and Loss balance (surplus),				8,453 07
TOTAL,				\$410,095 54
CAPITAL STOCK.				
Capital stock authorized by law,			\$180,000 00	
Capital stock authorized by votes of company,			180,000 00	
Capital stock issued and outstanding,				\$180,000 00
Number of shares issued and outstanding,			1,800	
Number of stockholders,			24	
Number of stockholders in Massachusetts,			24	
Amount of stock held in Massachusetts,			\$180,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	June 1, 1920, .	\$180,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	471,859
Number carried per mile of main railway track operated,	25,467
Number of round trips run,	9,629
Number of car miles run,	139,622
Average number of persons employed,	30
Company commenced operation May 1, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	8	8	8	16
Open passenger cars,	9	9	-	18
TOTAL,	17	17	8	34
Snow ploughs,	3	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line,	17.923	.605	18.528
Length of sidings, switches, etc., . . . . .	.260	-	.260
TOTAL, COMPUTED AS SINGLE TRACK,	18.183	.605	18.788

System of electric motive power in use by the company : Westinghouse Electric Company.

Names of the several cities and towns in which the railways operated by the company are located : Georgetown, Byfield, Newbury, Rowley, Ipswich and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz. :		
With Boston & Maine Railroad, State Street, Newburyport, . . .	2	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	2	-	3
Employees,	-	1	-	-	-	1
Other persons,	-	-	1	1	1	1
TOTALS,	-	2	1	3	1	5

STATEMENT OF EACH ACCIDENT.

May 30, 1900. — Car struck in rear by car following; lady fainted.

June 25. — Horse frightened and ran away; lady occupant thrown out and leg fractured.

July 5. — Woman stepped off moving car; slightly injured.

July 25. — Man, intoxicated, lying on track, killed.

August 7. — Man fell off front seat of open car while passing curve; slightly injured.

August 7. — Two cars collided; motorman had leg broken.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY COMPANY,
BYFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President and General Manager*, 316 Exchange Building, Boston, Mass. Arthur D. Veasey, *Vice-President*, Haverhill, Mass. Don A. Clay, *Treasurer*, 316 Exchange Building, Boston, Mass. Edmund B. Fuller, *Clerk of Corporation and General Counsel*, Haverhill, Mass. William O. Hallowell, *Superintendent*, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Malden, Mass. Arthur D. Veasey, Haverhill, Mass. Edmund B. Fuller, Haverhill, Mass. Herbert B. Newton, Haverhill, Mass. Don A. Clay, Boston, Mass. William S. Reed, Leominster, Mass. Benjamin Pearson, Jr., Byfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

DON A. CLAY,
EDMUND B. FULLER,
ARTHUR D. VEASEY,
CHARLES E. BARNES,
Directors.
DON A. CLAY,
Treasurer.
W. O. HALLOWELL,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1900. Then personally appeared the above-named Don A. Clay, Edmund B. Fuller, Arthur D. Veasey, Chas. E. Barnes and W. O. Hallowell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT

OF THE

GLOBE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$398,962 39
Operating expenses,	219,943 82
NET EARNINGS FROM OPERATION,	\$179,018 57
Miscellaneous income: receipts from park properties,	1,376 12
GROSS INCOME ABOVE OPERATING EXPENSES,	\$180,394 69
Charges upon income accrued during the year:	
Interest on funded debt,	\$73,958 35
Interest and discount on unfunded debts and loans,	3,358 10
Taxes, State and local,	\$6,526 99
Taxes, commutation,	8,549 80
	15,076 79
Other deductions from income:	
Park expense,	\$6,212 56
Renewal fund,	15,000 00
Winter expense fund,	5,000 00
	26,212 56
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	118,605 80
NET DIVISIBLE INCOME,	\$61,788 89
Dividends declared:	
4 per cent on \$700,000,	\$28,000 00
3 per cent on \$875,000,	26,250 00
TOTAL DIVIDENDS DECLARED,	54,250 00
Surplus for the year ending September 30, 1900,	\$7,538 89
Amount of surplus September 30, 1899,	43,138 49
	\$50,677 38
Credits to profit and loss account during the year:	
Tax rebate, 1899,	\$1,242 72
Adjustment of supply account,	1,822 01
TOTAL CREDITS,	\$3,064 73

Debits to profit and loss account during the year :		
Deficit, Dighton, Somerset & Swansea Street R'y Co., .	\$9,523 36	
Adjustment of accounts, .	525 00	
TOTAL DEBITS,	\$10,048 36	
NET AMOUNT DEBITED TO PROFIT AND LOSS, . .		\$6,983 63
TOTAL SURPLUS SEPTEMBER 30, 1900,		\$43,693 75
EARNINGS FROM OPERATION.		
Receipts from passengers carried,		\$379,990 26
Receipts from tolls for use of tracks by other companies, .		17,170 11
Receipts from rentals of buildings and other property, .		124 15
Receipts from advertising in cars,		1,638 65
Other earnings from operation: miscellaneous,		39 22
GROSS EARNINGS FROM OPERATION,		\$398,962 39
EXPENSES OF OPERATION.		
General expenses :		
Salaries of general officers and clerks,		\$10,558 96
General office expenses and supplies,		2,219 54
Legal expenses,		3,439 84
Insurance,		18,153 57
Other general expenses: store-room expense, \$1,316.75; advertising, \$186.72; miscellaneous general expenses, \$4,614; internal revenue tax, \$228.99,		6,346 46
Maintenance of roadway and buildings :		
Repair of roadbed and track,		5,705 82
Repair of electric line construction,		7,227 74
Removal of snow and ice,		433 60
Repair of buildings,		776 68
Maintenance of equipment :		
Repair of cars and other vehicles,		12,168 67
Repair of electric equipment of cars,		9,987 40
Renewal of horses, harnesses, shoeing, etc.,		1,361 80
Transportation expenses :		
Cost of electric motive power, \$29,889.40; less power sold, \$1,943.97; net,		27,945 43
Wages and compensation of persons employed in conducting transportation,		99,595 36
Damages for injuries to persons and property,		5,603 32
Tolls for trackage over other railways,		1,731 93
Rentals of buildings and other property,		809 88
Other transportation expenses: car service supplies, \$1,008.98; miscellaneous car service expenses, \$3,357.81; cleaning, oiling and sanding track, \$1,511.03,		5,877 82
TOTAL OPERATING EXPENSES,		\$219,943 82
PROPERTY ACCOUNTS.		
Additions to railway :		
Extension of tracks (length, 2,625 feet),	\$5,419 49	
New electric line construction (length, 2,625 feet),		243 50

Additions to railway — *Concluded.*
Other additions to railway :

Bridge alteration,	\$620 60
Property of the Dighton, Somerset & Swansea Street Railway Company, . . .	255,131 97

TOTAL ADDITIONS TO RAILWAY,	\$261,415 56
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Additions to equipment:

Additional rolling stock and vehicles (3 ploughs and equipments),	\$6,476 29
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Other additions to equipment:

Vestibuling cars,	275 13
Additional machinery, machine shop,	436 91
Property of the Dighton, Somerset & Swansea Street Railway Company,	66,335 22

TOTAL ADDITIONS TO EQUIPMENT,	73,523 55
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Additions to land and buildings:

Property of the Dighton, Somerset & Swansea Street Railway Company,	\$14,319 57
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New buildings necessary for operation of railway,	2,341 46
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TOTAL ADDITIONS TO LAND AND BUILDINGS,	16,661 03
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Additions to other permanent property: Dighton Rock Park,	40,000 00
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$391,600 14
--	---------------------

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

Rolling stock,	\$450 00
Horse account,	75 00
Other items of equipment,	5 00

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	530 00
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NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$391,070 14
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GENERAL BALANCE SHEET SEPTEMBER 30, 1900.**ASSETS.****DR.****Cost of railway :**

Roadbed and tracks,	\$1,726,085 67
Electric line construction, including poles, wiring, feeder lines, etc.,	154,984 91
Other items of railway cost : bridge alteration,	2,827 59

TOTAL COST OF RAILWAY OWNED,	\$1,883,898 17
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Cost of equipment :

Cars and other rolling stock and vehicles,	\$402,520 64
Horses,	534 96
Other items of equipment,	7,627 10

TOTAL COST OF EQUIPMENT OWNED,	410,682 70
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Cost of land and buildings:		
Land and buildings necessary for operation of railway,	\$118,687 05	
Electric power stations, including equipment,	133,050 99	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$251,738 04
Other permanent property: Dighton Rock Park,		40,000 00
TOTAL PERMANENT INVESTMENTS,		\$2,586,318 91
Cash and current assets:		
Cash,	\$11,307 93	
Bills and accounts receivable,	3,022 80	
Sinking and other special funds,	14,250 00	
TOTAL CASH AND CURRENT ASSETS,		28,580 73
Miscellaneous assets:		
Materials and supplies,	\$31,796 17	
Other assets and property: prepaid insurance, interest and taxes,	3,980 73	
TOTAL MISCELLANEOUS ASSETS,		35,776 90
TOTAL,		\$2,650,676 54
LIABILITIES.		CR.
Capital stock,		\$915,000 00
Funded debt,		1,550,000 00
Current liabilities:		
Loans and notes payable,	\$54,300 00	
Audited vouchers and accounts,	40,839 22	
Miscellaneous current liabilities: outstanding tickets,	3,128 51	
TOTAL CURRENT LIABILITIES,		97,767 73
Accrued liabilities:		
Interest accrued and not yet due,	\$9,479 16	
Taxes accrued and not yet due,	8,819 41	
TOTAL ACCRUED LIABILITIES,		18,298 57
Sinking and other special funds:		
Renewal fund,	\$20,916 49	
Winter expense fund,	5,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		25,916 49
Profit and Loss balance (surplus),		43,693 75
TOTAL,		\$2,650,676 54
CAPITAL STOCK.		
Capital stock authorized by law,	\$915,000 00	
Capital stock authorized by votes of company,	915,000 00	
Capital stock issued and outstanding,		\$915,000 00
Number of shares issued and outstanding,	9,150	
Number of stockholders,	18	
Number of stockholders in Massachusetts,	17	
Amount of stock held in Massachusetts,	\$914,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage coupon (may be registered) twenty-year gold,	5	April 1, 1912,	\$750,000 00	\$37,500 00
Twenty-year debenture, coupon, gold,	5	July 1, 1912,	550,000 00	27,500 00
Sixteen-year debenture, coupon, gold,	5	March 1, 1910,	125,000 00	6,250 00
First mortgage bonds (Dighton, Somerset & Swansea Street R'y Co.),	5	Dec. 1, 1915,	125,000 00	2,708 35*
TOTALS, . . . . .	. . . . .	. . . . .	\$1,550,000 00	\$73,958 35

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1899, of renewal fund,	\$20,000 00
Amount April 25, 1900, of sinking fund,	13,000 00
TOTAL,	\$33,000 00
Additions during the year to sinking fund,	\$1,250 00
Additions during the year to renewal fund,	15,000 00
Additions during the year to winter expense fund,	5,000 00
	21,250 00
TOTAL, INCLUDING ADDITIONS,	\$54,250 00
Deductions during the year from renewal fund,	14,083 51
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$40,166 49

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	8,358,947
Number carried per mile of main railway track operated,	178,526
Number of round trips run,	205,016
Number of car miles run,	1,441,527
Average number of persons employed,	250

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	57	2	59	57	57	-
Open passenger cars,	69	11	80	69	-	-
TOTAL,	126	13	139	126	57	185
Platform freight cars,	-	-	3	1	-	-
Work cars,	5	-	-	1	-	-
TOTAL,	5	-	3	2	-	-
Snow ploughs,	11	1	-	-	-	-

* April 24 to September 30.

MISCELLANEOUS EQUIPMENT.

Barges and omnibuses,	1
Carts and snow sleds,	5
Other highway vehicles: 1 express wagon, 4 buggies, 1 sleigh,	6
Horses,	4
Harnesses (double, 12; single, 4),	16
Other items of equipment: snow levellers,	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	32.244	5.560	37.804
Length of second main track,	9.018	-	9.018
TOTAL LENGTH OF MAIN TRACK,	41.262	5.560	46.822
Length of sidings, switches, etc.,	2.232	-	2.232
TOTAL, COMPUTED AS SINGLE TRACK,	43.494	5.560	49.054

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,887 miles.
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System of electric motive power in use by the company: General Electric Company; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Fall River, Somerset, Dighton and Taunton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (4 in number), viz.:		
With New York, New Haven & Hartford Railroad, Second Street, Dighton,	2	1
With New York, New Haven & Hartford Railroad, Pleasant Street, Somerset,	2	1
With New York, New Haven & Hartford Railroad, Weir Street, Taunton (2 crossings),	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	3

GENERAL REMARKS AND EXPLANATIONS.

Dighton, Somerset & Swansea Street Railway Company consolidated with Globe Street Railway Company April 24, 1900.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	4	-	36	-	40
Employees,	-	-	-	2	-	2
Other persons,	-	1	-	24	-	25
TOTALS,	-	5	-	62	-	67

STATEMENT OF EACH ACCIDENT.

- Oct. 5, 1899. — Man, coupling cars, was slightly jammed.
 October 14. — Child ran in front of car; fell on fender.
 October 21. — Man fell while getting off moving car.
 November 7. — Team pulled in front of moving car; driver injured.
 November 8. — Woman fell by car starting suddenly.
 November 12. — Man jumped from moving car and fell.
 November 14. — Team pulled in front of car: driver injured.
 November 14. — Team struck by car; man in team injured.
 November 15. — Man jumped from moving car.
 November 27. — Car struck wagon wheel; driver injured.
 November 30. — Horse frightened by car; man thrown from wagon.
 December 5. — Car struck wagon; man slightly injured.
 December 5. — Car struck wagon; man slightly injured.
 December 10. — Woman fell in door of car.
 December 21. — Child ran across street in front of car; struck by fender.
 Jan. 7, 1900. — Man jumped from moving car and fell.
 January 18. — Team coming towards car was struck; man thrown out.
 January 27. — Man fell from moving car.
 January 27. — Man attempted to get on moving car and fell.
 February 13. — Motorman fell in getting down from top of car.
 February 14. — Woman fell boarding car.
 February 24. — Man, boarding moving car, fell.
 February 25. — Man fell getting on moving car.
 February 26. — Car struck hack; driver injured.
 February 28. — Man fell boarding car.
 March 1. — Man fell boarding moving car.
 March 28. — Man fell getting off car.
 April 4. — Man fell from moving car.
 April 5. — Man fell boarding moving car.
 April 9. — Boy jumped from moving car and fell.
 April 22. — Man jumped from moving car and fell.
 April 28. — Man jumped from moving car and fell.
 May 22. — Child ran in front of car.
 May 23. — Man, sitting down near track, struck by car.
 May 23. — Child ran in front of car; struck by fender.
 May 30. — Woman thrown from moving car at curve.
 May 30. — Fare register fell on woman's head.

- May 30.* — Woman attempted to board moving car and fell.
June 1. — Woman left moving car and fell.
June 7. — Man fell under front wheel of car.
June 12. — Man ran for moving car, stumbled and fell against car.
June 16. — Man fell getting on moving car.
June 27. — Man fell from moving car.
June 27. — Woman tripped on her dress and fell from car.
July 1. — Team struck by car at cross street; driver injured.
July 4. — Passenger let seat fall on woman's finger.
July 6. — Passenger let seat fall on woman's finger.
July 7. — Man jumped from moving car and fell.
July 15. — Man jumped from moving car and fell.
July 19. — Woman slipped and fell coming out car door.
July 20. — Boy jumped from moving car and fell.
July 25. — Woman stepped from moving car and fell.
July 29. — Team driven into front end of car; driver injured.
August 2. — Man jumped from moving car and fell.
August 9. — Boy ran across street in front of car; picked up by fender.
August 11. — Team driven in front of car; driver injured.
August 20. — Man fell getting on car.
August 23. — Man fell getting off car.
August 24. — Conductor accidentally struck passenger's eye.
August 27. — Man stepped from moving car and fell.
August 27. — Woman's dress caught and she fell from car.
August 29. — Man jumped from moving car and fell.
September 8. — Woman fell getting off car.
September 9. — Woman fell getting on car.
September 9. — Feed wire fell and struck man.
September 26. — Man fell attempting to board car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOBE STREET RAILWAY COMPANY,
 794 NORTH MAIN STREET, FALL RIVER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert S. Goff, *President and General Manager*, Fall River, Mass. P. F. Sullivan, *Vice-President*, Lowell, Mass. Herbert H. Read, *Treasurer and Clerk of Corporation*, Fall River, Mass. John H. Bowker, *Superintendent*, Fall River, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert S. Goff, Fall River, Mass. P. F. Sullivan, Lowell, Mass. John N. Beckley, Rochester, N. Y. J. H. Goodspeed, Boston, Mass. Frank W. Brightman, Fall River, Mass. Marcus G. B. Swift, Fall River, Mass. Herbert H. Read, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ROBERT S. GOFF,
P. F. SULLIVAN,
J. H. GOODSPEED,
FRANK W. BRIGHTMAN,
MARCUS G. B. SWIFT,
HERBERT H. READ,

Directors.

HERBERT H. READ,

Treasurer.

JOHN H. BOWKER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 5, 1900. Then personally appeared the above-named Robert S. Goff, Frank W. Brightman, Marcus G. B. Swift, Herbert H. Read (as director and treasurer) and John H. Bowker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY H. EARL,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 5, 1900. Then personally appeared the above-named P. F. Sullivan and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

GLOUCESTER STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MARCH 3, 1900.

[Consolidated with the Lynn & Boston March 3, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$28,226 94
Operating expenses,	25,838 96
NET EARNINGS FROM OPERATION,	\$2,387 98
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,989 26
Interest and discount on unfunded debts and loans,	1,935 62
Taxes, State and local,	\$1,659 22
Taxes, commutation,	272 24
	1,931 46
Rentals of leased railways: Gloucester & Rockport Street Railway, five months, . .	750 00
Other deductions from income: park expense, . .	24 14
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	6,630 48
Deficit for the period ending March 3, 1900,	\$4,242 50
Amount of surplus September 30, 1899,	9,800 37
Credits to profit and loss account during the year:	
1899 tax rebate,	\$213 04
Surplus Gloucester, Essex & Beverly Street Railway Company,	6,442 64
Surplus Rockport Street Railway Company, . .	12,851 57
TOTAL CREDITS,	\$19,507 25
Debits to profit and loss account during the year: old accounts charged off,	2,486 86
NET AMOUNT CREDITED TO PROFIT AND LOSS, . . .	17,020 39
TOTAL SURPLUS MARCH 3, 1900,	\$22,578 26
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$27,224 33
Receipts from tolls for use of tracks by other companies, . .	285 63
Receipts from rentals of buildings and other property, . .	551 83
Receipts from advertising in cars,	165 15
GROSS EARNINGS FROM OPERATION,	\$28,226 94

EXPENSES OF OPERATION.

General expenses:

Salaries of general officers and clerks,	\$760 61
General office expenses and supplies,	166 25
Legal expenses,	137 61
Insurance,	1,823 02

Other general expenses: store-room expenses, \$9.40; advertising, \$18.25; miscellaneous, \$468.66; internal revenue tax, \$200.42,	696 73
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Maintenance of roadway and buildings:

Repair of roadbed and track,	977 32
Repair of electric line construction,	809 80
Removal of snow and ice,	662 55
Repair of buildings,	286 98

Maintenance of equipment:

Repair of cars and other vehicles,	1,299 90
Repair of electric equipment of cars,	1,464 30
Renewal of horses, harnesses, shoeing, etc.,	173 38

Transportation expenses:

Cost of electric motive power, \$7,909.60; less power sold, \$2,700.23; net,	5,209 37
Wages and compensation of persons employed in conducting transportation,	8,324 60
Damages for injuries to persons and property,	1,772 11
Tolls for trackage over other railways,	438 62
Rentals of buildings and other property,	3 51
Other transportation expenses: car service supplies, \$162.79; miscellaneous car service expenses, \$414.63; cleaning, oiling and sanding track, \$254.88,	832 30

TOTAL OPERATING EXPENSES, \$25,838 96

PROPERTY ACCOUNTS.

Additions to railway:

New electric line construction (joint pole account),	\$1,259 81
Other additions to railway:	
Property of Rockport Street Railway Co.,	92,184 04
Property of Gloucester, Essex & Beverly Street Railway Co.,	275,630 23

TOTAL ADDITIONS TO RAILWAY, \$369,074 08

Additions to equipment:

Electric equipment of snow plough,	\$1,441 64
Other additional rolling stock and vehicles: snow plough,	750 00
Other additions to equipment:	
Telephones,	70 47
Property of Rockport Street Railway Co.,	21,732 65
Property of Gloucester, Essex & Beverly Street Railway Co.,	59,097 71

TOTAL ADDITIONS TO EQUIPMENT, 83,092 47

Additions to land and buildings:

Property of Rockport Street Railway Co.,	\$13,246 73
Property of Gloucester, Essex & Beverly Street Railway Co.,	70,719 47

TOTAL ADDITIONS TO LAND AND BUILDINGS, 83,966 20

TOTAL ADDITIONS TO PROPERTY ACCOUNTS, \$536,132 75

GENERAL BALANCE SHEET MARCH 3, 1900.		
ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$387,862 51	
Electric line construction, including poles, wiring, feeder lines, etc.,	141,796 84	
Engineering and other expenses incident to construction,	11,532 74	
TOTAL COST OF RAILWAY OWNED,		\$541,192 09
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$64,153 11	
Electric equipment of same,	94,641 86	
Horses,	300 00	
Other items of equipment :		
Sundry equipment,	11,504 44	
Office furniture,	43 19	
TOTAL COST OF EQUIPMENT OWNED,		170,642 60
Cost of land and buildings :		
Land necessary for operation of railway,	\$8,668 15	
Electric power stations, including equipment,	111,151 70	
Other buildings necessary for operation of railway,	41,452 66	
TOTAL COST OF LAND AND BUILDINGS OWNED,		161,272 51
TOTAL PERMANENT INVESTMENTS,		\$873,107 20
Cash and current assets :		
Cash,	\$3,460 49	
Bills and accounts receivable,	1,019 06	
Other cash and current assets: prepaid fire insurance, \$267.63; prepaid accident insurance, \$570.02; coupon deposits, \$330,	1,167 65	
TOTAL CASH AND CURRENT ASSETS,		5,647 20
Miscellaneous assets: materials and supplies,		6,758 31
TOTAL,		\$885,512 71
LIABILITIES.		CR.
Capital stock,		\$530,000 00
Funded debt,		197,500 00
Current liabilities :		
Loans and notes payable,	\$111,550 00	
Audited vouchers and accounts,	15,163 86	
Salaries and wages,	984 16	
Matured interest coupons unpaid,	330 00	
Miscellaneous current liabilities: outstanding tickets,	37 72	
TOTAL CURRENT LIABILITIES,		128,065 74

Accrued liabilities :		
Interest accrued and not yet due, . . .	\$2,134 66	
Taxes accrued and not yet due, . . .	1,634 05	
Rentals accrued and not yet due, . . .	600 00	
TOTAL ACCRUED LIABILITIES,		\$4,368 71
Sinking and other special funds : insurance reserve, . .		3,000 00
Profit and Loss balance (surplus),		22,578 26
TOTAL,		\$885,512 71

CAPITAL STOCK.

Capital stock authorized by law,	\$530,000 00	
Capital stock authorized by votes of company,	530,000 00	
Capital stock issued and outstanding,		\$530,000 00
Number of shares issued and outstanding,	5,300	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	\$530,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage gold bonds,	Per Cent. 5	April 1, 1907,	\$60,000 00	\$1,250 00
Mortgage gold bonds, Gloucester, Essex & Beverly Street Railway Company,	5	Dec. 1, 1916,	125,000 00	739 26
Coupon notes, Rockport Street Railway Company,	6	Oct. 15, 1916,	12,500 00	93 75
TOTALS,			\$197,500 00	\$2,083 01

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of insurance renewal fund, . .	\$3,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS MARCH 3, 1900,	\$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	283,263
Number carried per mile of main railway track operated,	7,268
Number of round trips run,	8,457
Number of car miles run,	152,810
Average number of persons employed,	98

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	19	19	19	-
Open passenger cars,	36	36	-	-
TOTAL,	55	55	19	104
Work cars,	1	-	-	-

MISCELLANEOUS EQUIPMENT.

Snow ploughs (electric, 8; horse, 4),	12
Carts and snow sleds,	3
Other highway vehicles: 2 tower wagons, 1 express wagon, 1 emergency wagon, 1 pung, 1 walkaway, 1 leveller, .	7
Horses,	5
Harnesses (double, 1; single, 3),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	37.273	1.491	.211	38.975
Length of sidings, switches, etc., . . . . .	.950	.083	-	1.033
TOTAL, COMPUTED AS SINGLE TRACK, .	38.223	1.574	.211	40.008

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

	Owned.	Operated.
	Miles.	Miles.
Length of railway line, . . . . .	.160	1.306

System of electric motive power in use by the company: Westinghouse, Walker and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Beverly, Gloucester, Rockport, Essex, Ipswich, Hamilton and Wenham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With Boston & Maine Railroad, Washington Street, Gloucester, .	1	1
With Rockport Granite Company, Rockport,	2	1
With Cape Ann Granite Railroad, Rockport,	1	1
With Boston & Maine Railroad, Essex Street, Hamilton,	1	1
With Boston & Maine Railroad, Essex Street, Beverly,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	7	5

Number of above crossings at which *frogs* are inserted in the tracks, . 3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Oct. 28, 1899. — Man fell from front platform; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

E. C. Foster, *President and General Manager*, 14 Kilby Street, Boston, Mass.
P. F. Sullivan, *Vice-President*, 14 Kilby Street, Boston, Mass. Charles Wil-
liams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of*
Corporation, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles
Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin
L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. GOODSPEED,
ELWIN C. FOSTER,
EDWIN L. STONE,
CHARLES WILLIAMS,
Directors.
CHARLES WILLIAMS,
Treasurer.
ELWIN C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 1, 1900. Then personally appeared the above-named P. F. Sullivan, J. H. Goodspeed, Elwin C. Foster, Edwin L. Stone and Charles Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

GLOUCESTER, ESSEX & BEVERLY STREET RAILWAY
COMPANY

FOR THE PERIOD ENDING JANUARY 18, 1900.

[Consolidated with the Gloucester January 18, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$14,401 13
Operating expenses,	11,407 79
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,993 34
Charges upon income accrued during the year :	
Interest on funded debt,	\$1,864 94
Interest and discount on unfunded debts and loans,	90 26
Taxes, State and local,	\$685 63
Taxes, commutation,	140 80
	826 43
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	2,781 63
Surplus for the period ending January 18, 1900,	\$211 71
Amount of surplus September 30, 1899,	5,787 12
Credits to profit and loss account during the year: 1899 tax rebate,	443 81
TOTAL SURPLUS JANUARY 18, 1900,	\$6,442 64
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$14,080 22
Receipts from tolls for use of tracks by other companies, . .	231 30
Receipts from advertising in cars,	89 61
GROSS EARNINGS FROM OPERATION,	\$14,401 13
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$308 14
General office expenses and supplies,	16 31

General expenses — *Concluded.*

Legal expenses,	\$116 35
Insurance,	915 26
Other general expenses: internal revenue tax, \$2; advertising, \$40; miscellaneous general expense, \$112.52; store-room expense, \$0.60,	155 12
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,342 61
Repair of electric line construction,	286 17
Removal of snow and ice,	228 68
Repair of buildings,	16 69
Maintenance of equipment:	
Repair of cars and other vehicles,	372 09
Repair of electric equipment of cars,	378 28
Renewal of horses, harnesses, shoeing, etc.,	10 70
Transportation expenses:	
Cost of electric motive power,	2,689 12
Wages and compensation of persons employed in conducting transportation,	3,941 72
Damages for injuries to persons and property,	65 00
Tolls for trackage over other railways,	50 65
Rentals of buildings and other property,	176 99
Other transportation expenses: car service supplies, \$62.13; miscellaneous car service expense, \$98.09; cleaning, oiling and sanding track, \$177.69,	337 91
TOTAL OPERATING EXPENSES,	\$11,407 79

PROPERTY ACCOUNTS.

Additions to equipment:

Electric equipment of snow plough,	\$1,441 63
Other additional rolling stock and vehicles: 1 plough,	750 00

TOTAL ADDITIONS TO EQUIPMENT, \$2,191 63

TOTAL ADDITIONS TO PROPERTY ACCOUNTS, \$2,191 63

GENERAL BALANCE SHEET JANUARY 18, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$183,995 99	
Electric line construction, including poles, wiring, feeder lines, etc.,	83,223 99	
Engineering and other expenses incident to construction,	8,410 25	
TOTAL COST OF RAILWAY OWNED,		\$275,630 23
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$26,596 57	
Electric equipment of same,	25,665 00	
Other items of equipment:		
Heaters, fenders, etc.,	6,792 95	
Office fixtures,	43 19	
TOTAL COST OF EQUIPMENT OWNED,		59,097 71

Cost of land and buildings:		
Land necessary for operation of railway,	\$4,024 90	
Electric power stations, including equipment,	54,546 18	
Other buildings necessary for operation of railway,	12,148 39	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$70,719 47
TOTAL PERMANENT INVESTMENTS,		\$405,447 41
Cash and current assets:		
Cash,	\$849 38	
Bills and accounts receivable,	1,186 35	
Other cash and current assets: prepaid fire insurance, \$271.41; coupon deposits, \$375,	646 41	
TOTAL CASH AND CURRENT ASSETS,		2,682 14
Miscellaneous assets: materials and supplies,		4,083 69
TOTAL,		\$412,213 24
LIABILITIES.		CR.
Capital stock,		\$250,000 00
Funded debt,		125,000 00
Current liabilities:		
Loans and notes payable,	\$23,500 00	
Audited vouchers and accounts,	5,727 45	
Salaries and wages,	263 56	
Matured interest coupons unpaid,	375 00	
TOTAL CURRENT LIABILITIES,		29,866 01
Accrued liabilities:		
Interest accrued and not yet due,	\$652 57	
Taxes accrued and not yet due,	252 02	
TOTAL ACCRUED LIABILITIES,		904 59
Profit and Loss balance (surplus),		6,442 64
TOTAL,		\$412,213 24
CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock issued and outstanding,		\$250,000 00
Number of shares issued and outstanding,	2,500	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	\$250,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Dec. 1, 1916, .	\$125,000 00	\$1,864 94

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	283,263
Number carried per mile of main railway track operated,	12,871
Number of round trips run,	3,769
Number of car miles run,	89,883
Average number of persons employed,	48

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	8	8	8	16
Open passenger cars,	16	16	-	32
TOTAL,	24	24	8	48

MISCELLANEOUS EQUIPMENT.

Snow ploughs (electric, 4; horse, 3),	7
Other highway vehicles: 1 tower wagon, 1 express wagon, .	2
Horses,	2
Harnesses (single),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 21.797	Miles. .211	Miles. 22.008
Length of sidings, switches, etc., . . . . .	.465	-	.465
TOTAL, COMPUTED AS SINGLE TRACK,	22.262	.211	22.473

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,160 miles.
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System of electric motive power in use by the company: Walker Company and General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Beverly, Wenham, Hamilton, Essex, Ipswich and Gloucester.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Essex Street, Hamilton, . . .	1	1
With Boston & Maine Railroad, Essex Street, Beverly, . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	3	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Oct. 21, 1899. — Collision between car and team; driver thrown out and slightly injured.

December 25. — Man threw himself in front of car; slightly bruised.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER, ESSEX & BEVERLY STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

E. C. Foster, *President*, 14 Kilby Street, Boston, Mass. P. F. Sullivan, *Vice-President*, 14 Kilby Street, Boston, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 14 Kilby Street, Boston, Mass. E. C. Foster, *General Manager*, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
ELWIN C. FOSTER,
EDWIN L. STONE,
CHARLES WILLIAMS,
J. H. GOODSPEED,

Directors.

CHARLES WILLIAMS,

Treasurer.

ELWIN C. FOSTER,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named P. F. Sullivan, Elwin C. Foster, Edwin L. Stone, Charles Williams and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,	\$1,800 00
Dividends declared (6 per cent),	\$1,800 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$17,117 34	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,500 00	
Engineering and other expenses incident to construction,	382 66	
TOTAL COST OF RAILWAY OWNED,		\$19,000 00
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$3,000 00	
Electric equipment of same,	2,000 00	
TOTAL COST OF EQUIPMENT OWNED,		5,000 00
Cost of land and buildings:		
Land necessary for operation of railway,	\$10,000 00	
Electric power stations, including equipment,	6,000 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		16,000 00
TOTAL,		\$40,000 00
LIABILITIES.		Cr.
Capital stock,		
Current liabilities: loans and notes payable,		\$30,000 00
		10,000 00
TOTAL,		\$40,000 00

CAPITAL STOCK.			
Capital stock authorized by law,	\$30,000	00	
Capital stock authorized by votes of company,	30,000	00	
Capital stock issued and outstanding,			\$30,000 00
Number of shares issued and outstanding,	300		
Number of stockholders,	13		
Number of stockholders in Massachusetts,	13		
Amount of stock held in Massachusetts,	\$30,000	00	

RAILWAY OWNED.	
Length of railway line,	1.491 miles.
Length of sidings, switches, etc., . . . . .	.083 "
Total, computed as single track,	1.574 "

Names of the several cities and towns in which the railway owned by the company is located: Gloucester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, Lynn, Mass. Patrick F. Sullivan, *Vice-President*, Boston, Mass. Charles Williams, *Treasurer*, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, Lynn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles Williams, Wakefield, Mass. Edwin L. Stone, Lynn, Mass. Joseph H. Goodspeed, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,
CHARLES WILLIAMS,
JOSEPH H. GOODSPEED,
EDWIN L. STONE,
Directors.
CHARLES WILLIAMS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 25, 1900. Then personally appeared the above-named Elwin C. Foster, Charles Williams, Joseph H. Goodspeed and Edwin L. Stone, directors, and Charles Williams, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

GREENFIELD & TURNER'S FALLS STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$39,984 06
Operating expenses,	21,961 87
GROSS INCOME ABOVE OPERATING EXPENSES,	\$18,022 19
Charges upon income accrued during the year:	
Interest on funded debt,	\$4,700 00
Interest and discount on unfunded debts and loans,	1,847 58
Taxes, State and local,	1,943 40
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	7,990 98
NET DIVISIBLE INCOME,	\$10,031 21
Dividends declared:	
1 per cent on \$15,500,	\$155 00
4 per cent on \$100,000,	4,000 00
TOTAL DIVIDENDS DECLARED,	4,155 00
Surplus for the year ending September 30, 1900,	\$5,876 21
Amount of surplus September 30, 1899,	9,402 60
Credits to profit and loss account during the year: surplus on merchandise account,	1,297 25
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$16,576 06
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$37,972 58
Receipts from carriage of mails,	421 95
Receipts from carriage of express and parcels,	1,213 78
Receipts from rentals of buildings and other property,	184 00
Receipts from advertising in cars,	191 75
GROSS EARNINGS FROM OPERATION,	\$39,984 06

EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$1,902 03
General office expenses and supplies,	163 34
Insurance, fire and accident,	1,527 33
Other general expenses : oil and waste, \$138.31 ; fuel, \$48.16 ; incidentals, care of horse, etc., \$277.03,	463 50
Maintenance of roadway and buildings :	
Repair of roadbed and track,	2,170 34
Repair of electric line construction,	545 21
Removal of snow and ice,	246 96
Repair of buildings,	75 54
Maintenance of equipment :	
Repair of cars and other vehicles,	1,801 32
Repair of electric equipment of cars,	878 97
Transportation expenses :	
Cost of electric motive power,	3,969 32
Wages and compensation of persons employed in conduct- ing transportation,	6,526 69
Wages and compensation of persons employed in car house,	678 88
Tolls for trackage over other railways,	82 97
Other transportation expenses,	21 16
Amusements,	908 31
TOTAL OPERATING EXPENSES,	\$21,961 87
PROPERTY ACCOUNTS.	
Additions to railway : engineering, etc.,	\$109 99
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	Dr.
Cost of railway :	
Roadbed and tracks,	\$146,126 84
Electric line construction, including poles, wiring, feeder lines, etc.,	23,000 00
Engineering and other expenses incident to construction,	4,233 07
TOTAL COST OF RAILWAY OWNED,	\$173,359 91
Cost of equipment :	
Cars and other rolling stock and vehicles,	\$14,134 81
Electric equipment of same,	15,092 75
Other items of equipment,	2,850 00
TOTAL COST OF EQUIPMENT OWNED,	32,077 56
Cost of land and buildings :	
Land necessary for operation of railway,	\$11,180 42
Electric power stations, including equip- ment,	15,000 00
TOTAL COST OF LAND AND BUILDINGS OWNED,	26,180 42
TOTAL PERMANENT INVESTMENTS,	\$231,617 89

Cash and current assets :		
Cash,	\$530 21	
Bills and accounts receivable,	472 60	
Bills and accounts receivable, suspense account,	2,450 18	
TOTAL CASH AND CURRENT ASSETS,		\$3,452 99
Miscellaneous assets :		
Materials and supplies,	\$1,500 00	
Other assets and property : office fixtures,	155 18	
TOTAL MISCELLANEOUS ASSETS,		1,655 18
TOTAL,		\$236,726 06
LIABILITIES.		CR.
Capital stock,		\$115,500 00
Funded debt,		92,000 00
Current liabilities :		
Loans and notes payable,	\$12,500 00	
Audited vouchers and accounts,	150 00	
TOTAL CURRENT LIABILITIES,		12,650 00
Profit and Loss balance (surplus),		16,576 06
TOTAL,		\$236,726 06
CAPITAL STOCK.		
Capital stock authorized by law,	\$130,000 00	
Capital stock authorized by votes of company,	130,000 00	
Capital stock issued and outstanding,		\$115,500 00
Number of shares issued and outstanding,	1,155	
Number of stockholders,	124	
Number of stockholders in Massachusetts,	120	
Amount of stock held in Massachusetts,	\$113,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	May 1, 1916, .	\$92,000 00	\$4,700 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	775,256
Number carried per mile of main railway track operated,	52,940
Number of round trips run,	13,386
Number of car miles run,	183,217
Average number of persons employed,	20

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	5	5	10
Open passenger cars,	8	-	14
TOTAL,	13	5	24
Work cars,	1	-	-
Snow ploughs,	1	-	-

MISCELLANEOUS EQUIPMENT.

Dump cart,	1
Other highway vehicles: tower wagon,	1
Horses,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	14.644 miles.
Length of sidings, switches, etc., . . . . .	.431 "
Total, computed as single track,	15.075 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	3.660 miles.
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System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Greenfield and Montague.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With Fitchburg Railroad, on road to Turner's Falls through Montague city (branch road),	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	-	1	-
TOTALS,	-	-	1	-	1	-

STATEMENT OF EACH ACCIDENT.

Sept. 12, 1900. — Car No. 19 ran over man lying in centre of tracks; time, 8 P.M.; man killed. Man was lying on his back, with head towards car; may have been dead when car struck him.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY,
GREENFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frank E. Lowe, *President and General Manager*, Greenfield, Mass. Fred. E. Pierce, *Treasurer and Clerk of Corporation*, Greenfield, Mass. D. C. G. Field, *Auditor*, Greenfield, Mass. A. W. Flynn, *Superintendent*, Greenfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank E. Lowe, Greenfield, Mass. Alexander S. Paton, Leominster, Mass. Charles E. Dresser, Leominster, Mass. Isaac Chenery, Montague, Mass. Nahum S. Cutler, Greenfield, Mass. Albert T. Hall, Greenfield, Mass. Fred. E. Pierce, Greenfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANK E. LOWE,
FRED. E. PIERCE,
ALEXANDER S. PATON,
CHARLES E. DRESSER,
N. S. CUTLER,
ALBERT T. HALL,
ISAAC CHENERY,
Directors.
FRED. E. PIERCE,
Treasurer.
FRANK E. LOWE,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 12, 1900. Then personally appeared the above-named Alexander S. Paton and Charles E. Dresser, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARRY C. BASCOM,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, SS. OCT. 18, 1900. Then personally appeared the above-named Frank E. Lowe, Fred. E. Pierce, N. S. Cutler, Albert T. Hall and Isaac Chenery, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN E. DONOVAN,

Justice of the Peace.

REPORT

OF THE

HAVERHILL & AMESBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$115,659 49
Operating expenses,	73,266 25
GROSS INCOME ABOVE OPERATING EXPENSES,	\$42,393 24
Charges upon income accrued during the year:	
Interest on funded debt,	\$26,500 00
Interest and discount on unfunded debts and loans,	3,982 16
Taxes, State and local,	\$1,473 31
Taxes, commutation,	1,139 71
	2,613 02
Other deductions from income: amusements,	2,125 25
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	35,220 43
Surplus for the year ending September 30, 1900, . . .	\$7,172 81
Amount of surplus September 30, 1899,	14,089 03
	\$21,261 84
Credits to profit and loss account during the year: tickets sold previous to September 30, 1899, but not paid for until after books were closed,	\$583 10
Debits to profit and loss account during the year:	
1899 excise tax paid after close of books September 30, 1899,	\$889 99
1899 taxes paid after close of books September 30, 1899,	1,486 80
Uncollectible accounts: \$799.80, \$220.42, \$7,770.16, \$50,	8,840 38
TOTAL DEBITS,	11,217 17
NET AMOUNT DEBITED TO PROFIT AND LOSS,	10,634 07
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$10,627 77
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$113,970 95
Receipts from carriage of mails,	495 27
Receipts from rentals of buildings and other property,	968 27
Receipts from advertising in cars,	225 00
GROSS EARNINGS FROM OPERATION,	\$115,659 49

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$3,902 94
General office expenses and supplies,		204 65
Insurance,		7,965 87
Other general expenses: revenue stamps, printing, tele- phones, tickets, rents, etc.,		3,618 84
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,247 18
Repair of electric line construction,		524 31
Removal of snow and ice,		1,049 18
Repair of buildings,		803 81
Maintenance of equipment:		
Repair of cars and other vehicles,		3,564 68
Repair of electric equipment of cars,		3,061 60
Transportation expenses:		
Cost of electric motive power, \$22,137.09; less power sold, \$1,335.97; net,		20,801 12
Wages and compensation of persons employed in conduct- ing transportation,		24,795 47
Damages for injuries to persons and property,		75 81
Tolls for trackage over other railways,		149 36
Other transportation expenses: oil, grease, cotton waste, etc.,		501 43
TOTAL OPERATING EXPENSES,		\$73,266 25
PROPERTY ACCOUNTS.		
Additions to railway:		
Replacing 5 miles light rail with 70 and 75- pound Tee rail, largely on new loca- tions, and extension of tracks (length, 8,569 feet), also additional feeder wire, . .	\$49,836 44	
New electric line construction (length, 8,569 feet),	4,529 84	
Other additions to railway: additional legal and engineering expenses,	533 52	
TOTAL ADDITIONS TO RAILWAY,		\$54,899 80
Additions to equipment:		
Additional cars (4 in number), also 5 sets new trucks and putting vestibules on closed cars,	\$7,925 15	
Electric equipment of same, 22 additional motors,	14,555 77	
Other additions to equipment: 2 D 62 gener- ators, trolley catchers, additional office furniture, etc.,	1,499 58	
TOTAL ADDITIONS TO EQUIPMENT,		23,980 50
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$250 00	
New buildings necessary for operation of railway,	262 14	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		512 14
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$79,392 44

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$220,022	76
Electric line construction, including poles, wiring, feeder lines, etc.,	52,276	56
Interest accrued during construction of rail- way,	9,506	88
Engineering and other expenses incident to construction,	5,244	00
Other items of railway cost: Black Rocks & Salisbury Beach Street Railway property,	308,526	81
TOTAL COST OF RAILWAY OWNED,		\$595,577 01
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$24,620	99
Electric equipment of same,	71,009	82
Other items of equipment: snow ploughs, heaters, trolley catchers, scrapers, etc.,	16,693	31
TOTAL COST OF EQUIPMENT OWNED,		112,324 12
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,698	68
Electric power stations, including equipment,	43,777	60
Other buildings necessary for operation of railway,	10,142	86
TOTAL COST OF LAND AND BUILDINGS OWNED,		55,619 14
TOTAL PERMANENT INVESTMENTS,		\$763,520 27
Cash and current assets:		
Cash,	\$1,817	18
Bills and accounts receivable,	2,741	58
Other cash and current assets:		
Prepaid insurance,	621	35
Prepaid interest,	1,567	29
TOTAL CASH AND CURRENT ASSETS,		6,747 40
Miscellaneous assets: materials and supplies,		8,296 76
TOTAL,		\$778,564 43
LIABILITIES.		CR.
Capital stock,		\$150,000 00
Funded debt,		490,000 00
Current liabilities:		
Loans and notes payable,	\$112,053	84
Audited vouchers and accounts,	5,780	72
TOTAL CURRENT LIABILITIES,		117,834 56
Accrued liabilities:		
Interest accrued and not yet due,	\$7,584	08
Taxes accrued and not yet due,	2,518	02
TOTAL ACCRUED LIABILITIES,		10,102 10
Profit and Loss balance (surplus),		10,627 77
TOTAL,		\$778,564 43

CAPITAL STOCK.			
Capital stock authorized by law,	\$150,000	00	
Capital stock authorized by votes of company,	150,000	00	
Capital stock issued and outstanding,			\$150,000 00
Number of shares issued and outstanding,	1,500		
Number of stockholders,	18		
Number of stockholders in Massachusetts,	15		
Amount of stock held in Massachusetts,	\$134,900	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	July 1, 1912, .	\$193,000 00	\$9,650 00
First mortgage bonds of the Black Rocks & Salisbury Beach Street Railway Company, for which \$97,- 000 of the first mortgage bonds of the Haverhill & Amesbury Street Railway Company are held in trust to retire or exchange for same,	5	Jan. 1, 1911, .	97,000 00	4,850 00
Fifteen-year coupon notes,	6	Dec. 1, 1911, .	200,000 00	12,000 00
TOTALS, . . . . .	. . . . .	. . . . .	\$490,000 00	\$26,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,996,573
Number carried per mile of main railway track operated,	75,189
Number of round trips run,	15,011
Number of car miles run,	474,690
Average number of persons employed,	75

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passen- ger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	13	3	16	13	13	26
Open passenger cars,	25	10	35	25	-	50
TOTAL,	38	13	51	38	13	76
Work cars,	-	3	-	-	-	-
Snow ploughs,	5	3	-	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	6
Other railway rolling stock: Baldwin locomotives, . . .	2
Other highway vehicles:	
Concord wagon,	1
Express wagon,	1
Horses,	5
Harnesses (double, 2; single, 3),	5

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILROAD OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 25.746	Miles. .808	Miles. 26.554
Length of sidings, switches, etc.,	2.308	.037	2.345
TOTAL, COMPUTED AS SINGLE TRACK,	28.054	.845	28.899

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	4.264 miles.
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System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Merrimac, Amesbury, Salisbury and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad, Salisbury Depot, Salisbury, . . .	2	1
With Boston & Maine Railroad, Amesbury,	1	1
With Boston & Maine Railroad, Hook's Crossing, Salisbury, . . .	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	5	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	1	-	3
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	2	-	2
TOTALS,	-	2	-	4	-	6

STATEMENT OF EACH ACCIDENT.

April 11, 1900. — Man stepped from car while it was in motion, slightly cutting his knee.

May 17. — Lady drove carriage in front of car; carriage was overturned and occupant received cuts about the head and arm.

May 18. — Gravel car collided with passenger car; motorman on gravel car received small cut over one eye, also had leg, arm and nose bruised.

June 17. — Car left the rail; one lady passenger was thrown out and claimed her side was injured.

August 2. — Man, under influence of liquor, lying beside track in the evening; car ran over his foot and crushed three toes.

September 26. — Man drove heavy truck in front of car, throwing two passengers down and slightly injuring one man's wrist.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & AMESBURY STREET RAILWAY COMPANY,
MERRIMAC, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Shaw, *President*, 8 Congress Street, Boston, Mass. Charles Goss, *Vice-President*, Amesbury, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Edward P. Shaw, Jr., *General Manager*, Brookline, Mass. L. E. Lynde, *Superintendent*, Merrimac, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Shaw, Newburyport, Mass. James F. Shaw, Brookline, Mass. Edward P. Shaw, Jr., Brookline, Mass. George A. Butman, Malden, Mass. Charles Goss, Amesbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD P. SHAW,
E. P. SHAW, JR.,
GEO. A. BUTMAN,
JAS. F. SHAW,
Directors.
GEO. A. BUTMAN,
Treasurer.
LEANDER E. LYNDE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 12, 1900. Then personally appeared the above-named Edw. P. Shaw, E. P. Shaw, Jr., Geo. A. Butman, Jas. F. Shaw and Leander E. Lynde, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

HAVERHILL, GEORGETOWN & DANVERS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$26,310 01
Operating expenses,	17,022 35
GROSS INCOME ABOVE OPERATING EXPENSES,	\$9,287 66
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,750 00
Interest and discount on unfunded debts and loans,	278 35
Taxes, State and local,	1,347 92
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	3,376 27
NET DIVISIBLE INCOME,	\$5,911 39
Dividends declared (6 per cent),	3,600 00
Surplus for the year ending September 30, 1900,	\$2,311 39
Amount of surplus September 30, 1899,	8,171 05
Debits to profit and loss account during the year: loss by fire,	4,245 18
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$6,237 26
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$26,217 01
Receipts from advertising in cars,	93 00
GROSS EARNINGS FROM OPERATION,	\$26,310 01
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,768 05
General office expenses and supplies,	39 31
Insurance,	236 70
Other general expenses:	
General expense,	256 73
Advertising,	11 32
Maintenance of roadway and buildings:	
Repair of roadbed and track,	723 56
Repair of electric line construction,	232 55
Removal of snow and ice,	216 90

Maintenance of equipment:	
Repair of cars and other vehicles,	\$306 35
Repair of electric equipment of cars,	68 73
Transportation expenses:	
Cost of electric motive power,	6,666 58
Wages and compensation of persons employed in conducting transportation,	5,883 82
Damages for injuries to persons and property,	16 50
Tolls for trackage over other railways,	459 52
Other transportation expenses: oil, grease, cotton waste, etc.,	135 73
TOTAL OPERATING EXPENSES,	\$17,022 35

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 325 feet),	\$215 82
New electric line construction,	2,484 69
Other additions to railway: legal and engineering expense,	36 90
TOTAL ADDITIONS TO RAILWAY,	\$2,737 41
Additions to equipment:	
Additional cars (6 in number),	\$9,773 23
Electric equipment of same,	5,615 66
Other additions to equipment: tools, etc.,	204 85
TOTAL ADDITIONS TO EQUIPMENT,	15,593 74
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$50 00
New buildings necessary for operation of railway,	2,200 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	2,250 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$20,581 15
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Fire loss, cars,	\$7,185 69
Fire loss, car equipment,	6,156 65
Fire loss, buildings,	4,953 93
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	18,296 27
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$2,284 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$64,147 93	
Electric line construction, including poles, wiring, feeder lines, etc.,	17,873 71	
Engineering and other expenses incident to construction,	6,709 20	
TOTAL COST OF RAILWAY OWNED,		\$88,730 84

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$9,773 23	
Electric equipment of same,	5,615 66	
Other items of equipment: snow ploughs, tools, etc.,	2,813 42	
TOTAL COST OF EQUIPMENT OWNED,		\$18,202 31
Cost of land and buildings:		
Land necessary for operation of railway,	\$625 00	
Buildings necessary for operation of railway,	2,200 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		2,825 00
TOTAL PERMANENT INVESTMENTS,		\$109,758 15
Cash and current assets:		
Cash,	\$1,197 43	
Other cash and current assets: prepaid insurance,	62 00	
TOTAL CASH AND CURRENT ASSETS,		1,259 43
Miscellaneous assets: materials and supplies,		883 29
TOTAL,		\$111,900 87
LIABILITIES.		CR.
Capital stock,		\$60,000 00
Funded debt,		35,000 00
Current liabilities:		
Loans and notes payable,	\$4,000 00	
Audited vouchers and accounts,	3,628 32	
Dividends not called for,	1,800 00	
TOTAL CURRENT LIABILITIES,		9,428 32
Accrued liabilities:		
Interest accrued and not yet due,	\$145 84	
Taxes accrued and not yet due,	1,089 45	
TOTAL ACCRUED LIABILITIES,		1,235 29
Profit and Loss balance (surplus),		6,237 26
TOTAL,		\$111,900 87
CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$60,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	March 1, 1919,	\$35,000 00	\$1,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	526,363
Number carried per mile of main railway track operated, .	82,788
Number of round trips run,	9,984
Number of car miles run,	127,696
Average number of persons employed,	12

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	3	3	6
Open passenger cars,	3	3	-	6
TOTAL,	6	6	3	12
Snow ploughs,	1	-	-	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	5.871	.487	6.358
Length of sidings, switches, etc., . . . . .	.102	.029	.131
TOTAL, COMPUTED AS SINGLE TRACK,	5.973	.516	6.489

System of electric motive power in use by the company: Westinghouse Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Georgetown, Groveland and Haverhill.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Maine Railroad, Main Street, Georgetown, . .	2	1
With Boston & Maine Railroad, Main Street, Georgetown, . .	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	5	2

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	3	-	-	-	3
TOTALS,	-	3	-	1	-	4

STATEMENT OF EACH ACCIDENT.

April 26, 1900. — Horse frightened, ran away, threw occupants out, broke cross-bar, one wheel and seat of buggy.

July 10. — Passenger stepped off car while in motion; slightly bruised.

October 1. — Horse frightened at car, and ran, upsetting occupant and dragging her short distance; bruised shoulder.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL, GEORGETOWN & DANVERS STREET RAILWAY CO.

GEORGETOWN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President and General Manager*, 316 Exchange Building, Boston, Mass. Don A. Clay, *Treasurer*, 316 Exchange Building, Boston, Mass. Edmund B. Fuller, *Clerk of Corporation*, Haverhill, Mass. William O. Hallowell, *Superintendent*, Georgetown, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Malden, Mass. Herbert B. Newton, Haverhill, Mass. Edmund B. Fuller, Haverhill, Mass. John F. Hall, Plymouth, Mass. Arthur D. Veasey, Haverhill, Mass. Don A. Clay, Boston, Mass. William W. Burgess, Plymouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDMUND B. FULLER,
DON A. CLAY,
ARTHUR D. VEASEY,
CHARLES E. BARNES,
Directors.
DON A. CLAY,
Treasurer.
W. O. HALLOWELL,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 14, 1900. Then personally appeared the above-named Edmund B. Fuller, Don A. Clay, Arthur D. Veasey, Chas. E. Barnes and W. O. Hallowell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT OF THE HAVERHILL & SOUTHERN NEW HAMPSHIRE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks (paid contractor),	\$48,917 79	
Interest accrued during construction of railway,	254 20	
Engineering and other expenses incident to construction,	15 32	
TOTAL COST OF RAILWAY OWNED,		\$49,187 31
Cash and current assets:		
Cash,	\$6,484 68	
Bills and accounts receivable,	50 00	
TOTAL CASH AND CURRENT ASSETS,		6,484 68
TOTAL,		\$55,671 99
LIABILITIES.		CR.
Capital stock,		\$30,000 00
Current liabilities: loans and notes payable,		25,671 99
TOTAL,		\$55,671 99
CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Amount paid in on 600 shares not yet issued,		\$30,000 00
RAILWAY OWNED.		
Length of railway line,		6.000 miles.

Names of the several cities and towns in which the railway owned by the company is located: Haverhill and Methuen.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & SOUTHERN NEW HAMPSHIRE STREET RAILWAY
COMPANY,
HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. Howard Poor, *President*, Haverhill, Mass. Chas. E. Barnes, *Vice-President*, Malden, Mass. Lamont H. Chick, *Treasurer*, Haverhill, Mass. Edmund B. Fuller, *Clerk of Corporation*, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. Howard Poor, Haverhill, Mass. Lamont H. Chick, Haverhill, Mass. Edmund B. Fuller, Haverhill, Mass. Dexter B. Vickery, Haverhill, Mass. Philip N. Wadleigh, Haverhill, Mass. Chas. E. Barnes, Malden, Mass. Wm. P. Robinson, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. HOWARD POOR,
CHARLES E. BARNES,
LAMONT H. CHICK,
WILLIAM P. ROBINSON,
PHILIP N. WADLEIGH,
DEXTER B. VICKERY,
Directors.
LAMONT H. CHICK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. DEC. 10, 1900. Then personally appeared the above-named Chas. Howard Poor, Chas. E. Barnes, Lamont H. Chick, Wm. P. Robinson, Philip N. Wadleigh and Dexter B. Vickery, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ESSEX S. ABBOTT,
Justice of the Peace.

REPORT

OF THE

HOLYOKE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$255,147 17
Operating expenses,	170,301 60
NET EARNINGS FROM OPERATION,	\$84,845 57
Miscellaneous income: for use of Mt. Tom pavillon, grounds, music, etc.,	7,340 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$92,185 57
Charges upon income accrued during the year:	
Interest on funded debt,	\$12,500 00
Interest and discount on unfunded debts and loans,	9,331 94
Taxes, State and local,	\$11,944 29
Taxes, commutation,	5,674 00
	17,618 29
Rentals of leased railways: Mt. Tom Rail- road,	6,000 00
Other deductions from income: expense of Mountain Park,	3,570 44
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	49,020 67
NET DIVISIBLE INCOME,	\$43,164 90
Dividends declared (8 per cent),	40,000 00
Surplus for the year ending September 30, 1900,	\$3,164 90
Amount of surplus September 30, 1899,	68,364 00
Credits to profit and loss account during the year: subsidy for extension,	2,050 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$73,578 90
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$252,260 69
Receipts from tolls for use of tracks by other companies,	606 89
Receipts from rentals of buildings and other property,	643 50
Receipts from advertising in cars,	1,161 61
Receipts from interest on deposits,	474 48
GROSS EARNINGS FROM OPERATION,	\$255,147 17

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$8,250 00
General office expenses and supplies,	1,445 38
Legal expenses,	2,035 00
Insurance,	1,444 60
Other general expenses: telephone charges, directors' fees, auditors, travelling expenses, appraisers,	1,793 62
Maintenance of roadway and buildings:	
Repair of roadbed and track,	21,591 19
Repair of electric line construction,	3,521 09
Removal of snow and ice,	3,415 38
Repair of buildings,	4,074 96
Maintenance of equipment:	
Repair of cars and other vehicles,	12,207 32
Repair of electric equipment of cars,	6,269 30
Transportation expenses:	
Cost of electric motive power,	22,161 79
Wages and compensation of persons employed in conduct- ing transportation,	72,512 62
Damages for injuries to persons and property,	7,519 12
Other transportation expenses: water, coal, oil and waste, printing, inspectors, sundry charges,	2,060 23
TOTAL OPERATING EXPENSES,	\$170,301 60

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 21,134 feet),	\$73,205 18
New electric line construction (length, 21,134 feet),	11,107 00
TOTAL ADDITIONS TO RAILWAY,	\$84,312 18
Additions to equipment:	
Additional cars (6 in number),	\$23,816 77
Electric equipment of same,	24,000 00
TOTAL ADDITIONS TO EQUIPMENT,	47,816 77
Additions to land and buildings:	
Additional equipment of power stations,	\$7,191 87
New buildings necessary for operation of railway,	802 97
TOTAL ADDITIONS TO LAND AND BUILDINGS,	7,994 84
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$140,123 79

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$503,381 41	
Electric line construction, including poles, wiring, feeder lines, etc.,	82,188 00	
TOTAL COST OF RAILWAY OWNED,	\$585,569 41	

Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same, . . .	\$215,666 47	
Horses and other items of equipment, . . .	3,503 75	
TOTAL COST OF EQUIPMENT OWNED, . . .		\$219,170 22
Cost of land and buildings:		
Land necessary for operation of railway, . .	\$32,510 00	
Electric power stations, including equipment, . .	170,763 51	
Other buildings necessary for operation of railway,	45,989 45	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		249,262 96
Other permanent property:		
Grover Street tenement block,	\$5,000 00	
Mountain Park property,	29,000 00	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, . .		34,000 00
TOTAL PERMANENT INVESTMENTS,		\$1,088,002 59
Cash and current assets:		
Cash,	\$20,844 54	
Bills and accounts receivable,	2,225 82	
TOTAL CASH AND CURRENT ASSETS,		23,070 36
Miscellaneous assets: materials and supplies,		4,783 85
TOTAL,		\$1,115,856 80
LIABILITIES.		Cr.
Capital stock,		\$500,000 00
Funded debt,		250,000 00
Current liabilities:		
Loans and notes payable,	\$248,926 68	
Audited vouchers and accounts,	19,913 37	
TOTAL CURRENT LIABILITIES,		268,840 05
Accrued liabilities:		
Interest accrued and not yet due,	\$17,437 85	
Taxes accrued and not yet due,	6,000 00	
TOTAL ACCRUED LIABILITIES,		23,437 85
Profit and Loss balance (surplus),		73,578 90
TOTAL,		\$1,115,856 80
CAPITAL STOCK.		
Capital stock authorized by law,	\$500,000 00	
Capital stock authorized by votes of company,	500,000 00	
Capital stock issued and outstanding,		\$500,000 00
Number of shares issued and outstanding,	5,000	
Number of stockholders,	161	
Number of stockholders in Massachusetts,	142	
Amount of stock held in Massachusetts,	\$460,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Two hundred bonds of one thousand dollars each,	5	April 1, 1915,	\$200,000 00	\$10,000 00
One hundred bonds of five hundred dollars each,	5	April 1, 1915,	50,000 00	2,500 00
TOTALS, . . . . .	. .	. . . . .	\$250,000 00	\$12,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	4,926,820
Number carried per mile of main railway track operated, . .	140,381
Number of round trips run,	127,820
Number of car miles run,	1,268,961
Average number of persons employed,	211

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	32	32	32	} 159
Open passenger cars,	61	61	-	
TOTAL,	93	93	32	159
Work cars (1 tower car, 2 work cars),	3	3	-	6
Other cars (3 sand cars),	3	3	-	4
TOTAL,	6	6	-	10
Snow ploughs,	7	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other railway rolling stock: 1 sweeper, 4 trail dump cars, . .	5
Other highway vehicles: 1 tower wagon, 2 wagons, 1 sleigh, .	4
Horses,	4
Harnesses (double, 2; single, 2),	4
Other items of equipment: shop tools.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Total Owned, etc.
Length of railway line,	Miles. 28.700	Miles. .900	Miles. 29.600
Length of second main track,	5.496	-	5.496
TOTAL LENGTH OF MAIN TRACK,	34.196	.900	35.096
Length of sidings, switches, etc.,	2.889	.100	2.989
TOTAL, COMPUTED AS SINGLE TRACK,	37.085	1.000	38.085

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

	Owned.	Operated.
Length of railway line,	Miles. 4.277	Miles. 5.177
Length of second main track, . . . . .	.865	.865
TOTAL LENGTH OF MAIN TRACK,	5.142	6.042

System of electric motive power in use by the company : overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located : Holyoke, Chicopee, Northampton and South Hadley.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (4 in number), viz.:		
With New York, New Haven & Hartford Railroad, Dwight and Front streets,	2	2
With Boston & Maine Railroad, Main Street, near Cross Street,	1	2
With Boston & Maine Railroad, Cabot Street, near third level canal,	3	1
With Boston & Maine Railroad, Cabot and Race streets,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	7	6

Number of above crossings at which *frogs* are inserted in the tracks, 4

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTALS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	8	-	6	-	14
Employees,	-	2	-	4	-	6
Other persons,	-	1	-	4	-	5
TOTALS,	-	11	-	14	-	25

STATEMENT OF EACH ACCIDENT.

Nov. 15, 1899. — Car jumped track; man claimed to have had his side injured.

November 29. — Employee had thumb cut off in moving girder rail.

December 13. — Collision of two cars; man and woman claimed to have been bruised and injured.

Jan. 25, 1900. — Collision with team; driver slightly injured.

February 27. — Collision with team; driver slightly injured.

April 21. — Bicyclist ran into car; slightly injured.

May 16. — Collision of two cars; woman fell to ground and was badly shaken up.

May 25. — Employee jumped from work car; leg injured; had to be amputated.

June 2. — Woman stepped from moving car; slightly injured.

June 5. — Conductor struck by tree, located too near track; arm fractured.

June 12. — Employee struck by stone from blast; arm fractured.

July 16. — Boy jumped from moving car; slightly injured.

July 18. — Woman stepped off moving car; slightly injured.

July 25. — Collision with team; two men thrown to ground, one considerably injured.

August 6. — Man fell from moving car; foot run over and toes crushed.

August 16. — Woman claimed to have been injured because car started before she could reach her seat; back and arm sprained.

August 27. — Motorman caught finger in trolley rope; finger badly lacerated.

August 29. — Collision with team; driver thrown out; back and shoulder injured.

September 3. — Collision of two cars; one man and one woman claimed to have been slightly injured.

September 16. — Man stepped off moving car; back sprained.

September 19. — Employee had one hand and one foot cut in moving girder rails.

September 30. — Collision of two cars; man claimed that back was strained.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE STREET RAILWAY COMPANY,

HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President and General Manager*, Holyoke, Mass. William R. Hill, *Treasurer and Clerk of Corporation*, Holyoke, Mass. George H. Hunter, *Superintendent*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. John G. Mackintosh, Holyoke, Mass. Jeremiah F. Sullivan, Holyoke, Mass. William R. Hill, South Hadley Falls, Mass. John Olmsted, Springfield, Mass. Frederick Harris, Springfield, Mass. Newrie D. Winter, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. S. LOOMIS,
WILLIAM R. HILL,
JOHN OLMSTED,
FREDERICK HARRIS,
J. G. MACKINTOSH,
J. F. SULLIVAN,
Directors.
WILLIAM R. HILL,
Treasurer.
GEORGE H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 16, 1900. Then personally appeared the above-named Wm. S. Loomis, William R. Hill, John Olmsted, Frederick Harris, J. G. Mackintosh, J. F. Sullivan and George H. Hunter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. G. MAGNA,
Justice of the Peace.

REPORT

OF THE

HOOSAC VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$93,885 83
Operating expenses,	64,103 95
NET EARNINGS FROM OPERATION,	\$29,781 88
Miscellaneous income:	
Old material,	\$555 58
Park returns,	4,069 85
TOTAL MISCELLANEOUS INCOME,	4,625 43
GROSS INCOME ABOVE OPERATING EXPENSES,	\$34,407 31
Charges upon income accrued during the year:	
Interest on funded debt,	\$5,000 00
Interest and discount on unfunded debts and loans,	1,650 09
Taxes, State and local,	\$1,724 49
Taxes, commutation,	1,922 44
	3,646 93
Other deductions from income: park expenses,	5,818 12
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	16,115 14
NET DIVISIBLE INCOME,	\$18,292 17
Dividends declared (6 per cent),	6,000 00
Surplus for the year ending September 30, 1900,	\$12,292 17
Amount of surplus September 30, 1899,	23,620 33
	\$35,912 50
Debits to profit and loss account during the year:	
Cars, \$3,000; electric equipment, \$1,500,	\$4,500 00
Pole line, \$1,000; other equipment, \$1,000,	2,000 00
Power house, \$3,000; park, \$1,000,	4,000 00
TOTAL DEBITS,	10,500 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$25,412 50

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$92,258 30
Receipts from carriage of express and parcels,	93 75
Receipts from advertising in cars,	237 28
Other earnings from operation:	
Special cars,	429 00
Tickets,	867 50
GROSS EARNINGS FROM OPERATION,	\$93,885 83
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,482 40
General office expenses and supplies,	1,213 04
Legal expenses,	225 00
Insurance,	3,439 45
Maintenance of roadway and buildings:	
Repair of roadbed and track,	9,138 99
Repair of electric line construction,	619 27
Removal of snow and ice,	1,321 56
Repair of buildings,	301 99
Maintenance of equipment:	
Repair of cars and other vehicles,	4,162 21
Repair of electric equipment of cars,	3,090 87
Transportation expenses:	
Cost of electric motive power,	15,628 62
Wages and compensation of persons employed in conducting transportation,	19,075 96
Damages for injuries to persons and property,	569 50
Other transportation expenses: oil and waste,	1,835 09
TOTAL OPERATING EXPENSES,	\$64,103 95
PROPERTY ACCOUNTS.	
Additions to railway: extension of tracks,	\$814 57
Additions to equipment:	
Additional cars (2 in number),	\$4,719 46
Electric equipment of same,	47 00
Other additions to equipment,	116 71
TOTAL ADDITIONS TO EQUIPMENT,	4,883 17
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$1,670 95
New electric power stations, including machinery, etc.,	2,668 02
Other new buildings necessary for operation of railway,	1,290 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	5,628 97
Additions to other permanent property: park,	967 26
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$12,293 97

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

Line,	\$1,000 00
Cars,	3,000 00
Electrical equipment,	1,500 00
Other equipment,	1,000 00
Park,	1,000 00
Power house,	3,000 00

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . \$10,500 00

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, \$1,793 97

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

Dr.

Cost of railway:

Roadbed and tracks,	\$163,839 09
Electric line construction, including poles, wiring, feeder lines, etc.,	15,824 10

TOTAL COST OF RAILWAY OWNED, . . . \$179,663 19

Cost of equipment:

Cars and other rolling stock and vehicles,	\$16,566 78
Electric equipment of same,	15,511 98
Other items of equipment,	5,277 70

TOTAL COST OF EQUIPMENT OWNED, . . . \$37,356 46

Cost of land and buildings:

Land necessary for operation of railway,	\$7,103 12
Electric power stations, including equipment,	20,104 21
Other buildings necessary for operation of railway,	7,532 19

TOTAL COST OF LAND AND BUILDINGS OWNED, . . . 34,739 52

Other permanent property: park, 4,887 87

TOTAL PERMANENT INVESTMENTS, . . . \$256,647 04

Cash and current assets:

Cash,	\$1,356 51
Bills and accounts receivable,	2,100 00

TOTAL CASH AND CURRENT ASSETS, . . . 3,456 51

TOTAL, \$260,103 55

LIABILITIES.

Cr.

Capital stock,	\$100,000 00
Funded debt,	100,000 00
Current liabilities: loans and notes payable,	34,691 05
Profit and Loss balance (surplus),	25,412 50

TOTAL, \$260,103 55

CAPITAL STOCK.			
Capital stock authorized by law,	\$100,000	00	\$100,000 00
Capital stock authorized by votes of company,	100,000	00	
Capital stock issued and outstanding, . . . .	.	.
Number of shares issued and outstanding,	1,000		
Number of stockholders,	15		
Number of stockholders in Massachusetts,	14		
Amount of stock held in Massachusetts,	\$90,000	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	July 1, 1917,	\$100,000 00	\$5,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,867,982
Number carried per mile of main railway track operated,	143,382
Number of round trips run,	37,159
Number of car miles run,	490,450
Average number of persons employed,	50

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	11	11	11	11
Open passenger cars,	13	13	-	8
TOTAL,	24	24	11	19
Snow ploughs,	1	-	-	1

MISCELLANEOUS EQUIPMENT.

Highway vehicles: wagon,	1
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	13.028 miles.
Length of sidings, switches, etc., . . . . .	.277 "
Total, computed as single track,	13.305 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.835 miles.
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System of electric motive power in use by the company: overhead trolley.
Names of the several cities and towns in which the railways operated by the company are located: Adams, North Adams, Williamstown.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Fitchburg Railroad, State Street, North Adams,	2	1
With Fitchburg Railroad, Braytonville,	2	1
With Fitchburg Railroad, Williamstown,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	5	-	5

STATEMENT OF EACH ACCIDENT.

Oct. 16, 1899. — Woman stepped from moving car and was thrown to ground; injuries slight.

Jan. 1, 1900. — Girl standing beside track, when car was nearly to her ran in front of car, fell, and rear wheels passed over her toe.

February 2. — Loaded team, coming suddenly upon track from blind alley, was struck by car and tipped over, injuring driver slightly.

May 19. — Man stepped from car and fell to pavement; injuries slight.

August 9. — Conductor leaned out too far on running-board and was struck by a pole; injuries slight.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC VALLEY STREET RAILWAY COMPANY,
NORTH ADAMS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Clinton Q. Richmond, *President and Treasurer*, North Adams, Mass. William W. Richmond, *Vice-President*, North Adams, Mass. S. Proctor Thayer, *Clerk of Corporation*, North Adams, Mass. William T. Nary, *Superintendent*, North Adams, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clinton Q. Richmond, North Adams, Mass. Wm. W. Richmond, North Adams, Mass. Marcus T. Reynolds, North Adams, Mass. Oscar A. Archer, North Adams, Mass. S. Proctor Thayer, North Adams, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM W. RICHMOND,
MARCUS T. REYNOLDS,
CLINTON Q. RICHMOND,
Directors.
CLINTON Q. RICHMOND,
Treasurer.
WILLIAM T. NARY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. NOV. 6, 1900. Then personally appeared the above-named William W. Richmond, Marcus T. Reynolds, Clinton Q. Richmond and William T. Nary, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM H. WOODHEAD,
Justice of the Peace.

REPORT

OF THE

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$175,231 78
Operating expenses,	112,347 14
NET EARNINGS FROM OPERATION,	\$62,884 64
Miscellaneous income: old material sold,	800 10
GROSS INCOME ABOVE OPERATING EXPENSES,	\$63,684 74
Charges upon income accrued during the year:	
Interest on funded debt, \$6,000 00	
Interest and discount on unfunded debts and loans, 6,510 00	
Taxes, State and local, 9,691 40	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	22,201 40
NET DIVISIBLE INCOME,	\$41,483 34
Dividends declared (6 per cent),	22,800 00
Surplus for the year ending September 30, 1900,	\$18,683 34
Amount of surplus September 30, 1899,	21,022 66
	\$39,706 00
Debits to profit and loss account during the year: account of Guarantors Liability and Indemnity Company,	4,475 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$35,231 00
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$174,055 30
Receipts from carriage of mails,	496 44
Receipts from rentals of buildings and other property,	180 00
Receipts from advertising in cars,	500 04
GROSS EARNINGS FROM OPERATION,	\$175,231 78
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,500 50
General office expenses and supplies,	413 02

General expenses — <i>Concluded.</i>	
Legal expenses,	\$634 03
Insurance,	10,014 80
Other general expenses : miscellaneous,	1,688 33
Maintenance of roadway and buildings :	
Repair of roadbed and track,	8,133 24
Repair of electric line construction,	2,578 12
Removal of snow and ice,	229 78
Repair of buildings,	846 98
Maintenance of equipment :	
Repair of cars and other vehicles,	6,420 94
Repair of electric equipment of cars,	4,950 70
Transportation expenses :	
Cost of electric motive power,	33,909 18
Wages and compensation of persons employed in conducting transportation,	36,725 65
Damages for injuries to persons and property,	65 00
Rentals of buildings and other property,	678 75
Other transportation expenses,	1,705 12
Car house expenses,	853 00
TOTAL OPERATING EXPENSES,	\$112,347 14

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (labor and ties on County Street, Attleborough, extension, not yet in operation),	\$1,845 05
Other additions to railway : new feed wire,	1,533 71
TOTAL ADDITIONS TO RAILWAY,	\$3,378 76
Additions to equipment :	
Additional cars (3 in number), open,	\$5,651 00
Other additional rolling stock and vehicles,	
1 snow plough,	1,212 58
Other additions to equipment : 5 new trucks,	1,000 00
TOTAL ADDITIONS TO EQUIPMENT,	7,863 58
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$11,242 34
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : old rails sold,	
	443 82
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$10,798 52

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$400,563 33	
Electric line construction, including poles, wiring, feeder lines, etc.,	122,488 39	
Interest accrued during construction of railway,	2,500 00	
TOTAL COST OF RAILWAY OWNED,	\$525,551 72	

Cost of equipment:			
Cars and other rolling stock and vehicles,	\$81,006 70		
Electric equipment of same,	73,755 33		
Horses,	160 00		
Other items of equipment,	565 36		
TOTAL COST OF EQUIPMENT OWNED,			\$155,487 39
Cost of land and buildings:			
Land necessary for operation of railway,	\$4,085 16		
Buildings necessary for operation of railway,	32,464 21		
TOTAL COST OF LAND AND BUILDINGS OWNED,			36,549 37
TOTAL PERMANENT INVESTMENTS,			\$717,588 48
Cash and current assets:			
Cash,	\$13,885 21		
Bills and accounts receivable,	749 77		
Sinking and other special funds,	1,844 34		
TOTAL CASH AND CURRENT ASSETS,			16,479 32
TOTAL,			\$734,067 80
LIABILITIES.		Cr.	
Capital stock,			\$380,000 00
Funded debt,			150,000 00
Current liabilities:			
Loans and notes payable,	\$155,000 00		
Audited vouchers and accounts,	9,021 75		
Salaries and wages,	1,394 88		
TOTAL CURRENT LIABILITIES,			165,416 63
Accrued liabilities: taxes accrued and not yet due,			2,963 86
Sinking and other special funds: accident insurance,			456 31
Profit and Loss balance (surplus),			35,231 00
TOTAL,			\$734,067 80
CAPITAL STOCK.			
Capital stock authorized by law,	\$380,000 00		
Capital stock authorized by votes of company,	380,000 00		
Capital stock issued and outstanding,			\$380,000 00
Number of shares issued and outstanding,	3,800		
Number of stockholders,	6		
Number of stockholders in Massachusetts,	2		
Amount of stock held in Massachusetts,	\$4,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Coupon notes issued April 28, 1897,	4	April 28, 1907,	\$150,000 00	\$6,000 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of accident insurance fund,		\$1,323 60
Amount, September 30, 1899, of interest fund,		713 96
TOTAL, SEPTEMBER 30, 1899,		\$2,037 56
Additions during the year to accident insurance fund,	\$9,000 00	
Additions during the year to interest fund,	12,519 75	
		21,519 75
TOTAL, INCLUDING ADDITIONS,		\$23,557 31
Deductions during the year from accident insurance fund,	\$9,867 29	
Deductions during the year from interest fund,	15,078 05	
		24,945 34
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,		\$1,388 03

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	3,477,355
Number carried per mile of main railway track operated,	153,927
Number of round trips run,	48,818
Number of car miles run,	693,171
Average number of persons employed,	80

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	21	} 33	16	32
Open passenger cars,	28		-	42
TOTAL,	49	33	16	74
Snow ploughs,	6	-	-	10

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other highway vehicles:	
Farm wagons,	2
Trolley wagon,	1
Express wagon,	1
Horses,	2
Harnesses (double, 2; single, 2),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	22.591 miles.
Length of sidings, switches, etc.,	3.554 "
Total, computed as single track,	26.145 "

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

Length of railway line,	4.375 miles.
Length of sidings, switches, etc., . . . . .	.433 "
Total, computed as single track,	4.808 "

System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the
company are located: Pawtucket, R. I., Seekonk, Attleborough, North
Attleborough and Wrentham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, at North Main Street, Attleborough,	1	1
With New York, New Haven & Hartford Railroad, at Commonwealth Avenue, Attleborough Falls,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	7	-	12	-	19
Employees,	-	2	-	-	-	2
Other persons,	-	-	-	1	-	1
TOTALS,	-	9	-	13	-	22

STATEMENT OF EACH ACCIDENT.

Nov. 5, 1899. — Peter Kelly, passenger, jumped from moving car; slight injury to thumb.

November 16. — Elliott Williams ran in front of car; slight bruise on head.

December 23. — Frank Ward, passenger, fell from rear platform; cause unknown; fractured skull; died about two months afterward.

December 23. — Victor Gagnon, passenger, jumped from moving car; severe scalp wound.

April 6, 1900. — Stephen Phillips, passenger, struck by trolley pole catcher; slight cut on ear.

April 16. — John McAloon, passenger, intoxicated, fell from rear platform; injuries, sprained ankle and face bruised.

May 24. — Mrs. O. B. Peck, passenger, fell while alighting from car; face slightly bruised.

June 2. — F. W. Simmons, employee, struck by tree at side of track; cut on head and limb hurt.

June 9. — Herbert St. George, passenger, stepped from moving car; slight cut on ear.

June 10. — Charles Hemple, passenger, stepped from moving car; thumb injured, head bruised.

June 21. — Mrs. Laura Weeks, passenger, dress caught on foot rest; slight injury to arm.

June 23. — Mr. Talley, passenger, jumped from moving car; cut over eye and on hand.

July 11. — George Emerson, passenger, fell from car; slight injury to head and wrist.

July 17. — Peter Jeaber, passenger, jumped from moving car; scalp wound.

July 18. — Octave Couture, passenger, jumped from moving car; right shoulder dislocated.

July 25. — Joseph Nichols, employee, struck by pole side of track; head cut and shoulder bruised.

August 28. — Robert Allen, passenger, jumped from moving car; slight scalp wound.

September 20. — Mrs. J. Mullen, Harvey Sargent, C. H. V. Lee, J. F. Mason and Frank R. Truell, all passengers, were shaken up and slightly injured by a collision between a special and regular car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY,

PAWTUCKET, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Everard Holmes, *Treasurer*, *Clerk of Corporation and Auditor*, Pawtucket, R. I. George R. Cook, *Superintendent*, Pawtucket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Fenner H. Peckham, Providence, R. I. Daniel A. Peirce, Providence, R. I. Edward R. Price, North Attleborough, Mass. Clarence L. Watson, Attleborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MARSDEN J. PERRY,
D. A. PEIRCE,
FENNER H. PECKHAM,
EDWARD R. PRICE,
CLARENCE L. WATSON,
Directors.
EVERARD HOLMES,
Treasurer.
GEORGE R. COOK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 25, 1900. Then personally appeared the above-named Marsden J. Perry, Daniel A. Peirce, Fenner H. Peckham, Edward R. Price, Clarence L. Watson, Everard Holmes and George R. Cook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. H. POND,
Justice of the Peace.

REPORT

OF THE

LAWRENCE & METHUEN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Obtained a certificate of incorporation, but has not commenced the construction of its railway.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.			
ASSETS.		DR.	
Cash and current assets: cash,	. . . . .		\$7,000 00
TOTAL,	. . . . .		\$7,000 00
LIABILITIES.		CR.	
Capital stock (amount paid in),	. . . . .		\$7,000 00
TOTAL,	. . . . .		\$7,000 00
CAPITAL STOCK.			
Capital stock authorized, as fixed by articles of association,	. . . . .	\$70,000 00	
Amount paid in on 700 shares not yet issued,	. . . . .		\$7,000 00

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LAWRENCE & METHUEN STREET RAILWAY COMPANY,
LAWRENCE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Brogan, *Treasurer*, Lawrence, Mass. Alfred Sagar, *Clerk of Corporation*, Methuen, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James R. Simpson, Lawrence, Mass. Alfred Sagar, Methuen, Mass.
Zachary T. Merrill, Lawrence, Mass. Granville E. Foss, Methuen, Mass.
Lewis E. Barnes, Methuen, Mass. Charles E. Barnes, Malden, Mass. James A. Brogan, Lawrence, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES R. SIMPSON,
ZACHARY T. MERRILL,
JAMES A. BROGAN,
JOHN Q. HILL,

Directors.

JAMES A. BROGAN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. DEC. 1, 1900. Then personally appeared the above-named Zachary T. Merrill, James A. Brogan, John Q. Hill and James R. Simpson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CORNELIUS J. CORCORAN,

Justice of the Peace.

REPORT

OF THE

LAWRENCE & READING STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation August 13, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,380 95
Operating expenses,	4,698 61
GROSS INCOME ABOVE OPERATING EXPENSES,	\$2,682 34
Charges upon income accrued during the year: interest and discount on unfunded debts and loans,	1,699 86
Surplus for the year ending September 30, 1900,	\$982 48
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$982 48
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$7,380 95
GROSS EARNINGS FROM OPERATION,	\$7,380 95
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$337 27
General office expenses and supplies,	201 09
Other general expenses,	262 05
Maintenance of roadway and buildings: repair of roadbed and track,	1,106 22
Maintenance of equipment:	
Repair of cars and other vehicles,	52 84
Repair of electric equipment of cars,	18 92
Repairs steam equipment,	3 00
Transportation expenses:	
Cost of electric motive power,	722 43
Wages and compensation of persons employed in conducting transportation,	1,413 33
Damages for injuries to persons and property,	3 30
Other transportation expenses: fuel,	578 16
TOTAL OPERATING EXPENSES,	\$4,698 61

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$86,474 60	
Electric line construction, including poles, wiring, feeder lines, etc.,	45,765 40	
Interest accrued during construction of rail- way,	2,200 00	
Engineering and other expenses incident to construction,	8,000 00	
TOTAL COST OF RAILWAY OWNED,		\$142,440 00
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$12,240 00	
Electric equipment of same,	12,905 00	
TOTAL COST OF EQUIPMENT OWNED,		25,145 00
Cost of land and buildings:		
Land necessary for operation of railway,	\$3,500 00	
Electric power stations, including equipment,	70,000 00	
Other buildings necessary for operation of railway,	5,300 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		78,800 00
TOTAL PERMANENT INVESTMENTS,		\$246,385 00
Cash and current assets: cash,		3,577 97
Miscellaneous assets: materials and supplies,		3,147 10
TOTAL,		\$253,110 07
LIABILITIES.		CR.
Capital stock,		
Current liabilities:		
Loans and notes payable,	\$106,300 00	
Audited vouchers and accounts,	30,827 59	
TOTAL CURRENT LIABILITIES,		137,127 59
Profit and Loss balance (surplus),		982 48
TOTAL,		\$253,110 07
CAPITAL STOCK.		
Capital stock authorized by law,	\$115,000 00	
Capital stock authorized by votes of company,	115,000 00	
Capital stock issued and outstanding,		\$115,000 00
Number of shares issued and outstanding,	1,150	
Number of stockholders,	43	
Number of stockholders in Massachusetts,	37	
Amount of stock held in Massachusetts,	\$47,500 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	147,619
Number carried per mile of main railway track operated,	13,947
Number of round trips run,	2,935
Number of car miles run,	31,874
Average number of persons employed,	33
Company commenced operation August 13, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Number of Motors
Open passenger cars,	5	5	18

RAILWAY OWNED.

Length of railway line,	10.584 miles.
Length of sidings, switches, etc., . . . . .	.326 "
Total, computed as single track,	10.910 "

RAILWAY OPERATED (BY ELECTRIC POWER ONLY).

Length of railway line,	10.584 miles.
Length of sidings, switches, etc., . . . . .	.057 "
Total, computed as single track,	10.641 "

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Reading, North Reading, Andover.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Lowell Branch of Boston & Maine, North Reading, . . .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LAWRENCE & READING STREET RAILWAY COMPANY,
READING, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. F. Woodward, *President*, Wakefield, Mass. M. J. Warner, *Treasurer*, 100 Broadway, New York. Fred T. Ley, *Clerk of Corporation*, Springfield, Mass. A. W. Paige, *General Counsel*, Bridgeport, Conn. E. W. Poole, *Auditor*, Brooklyn, N. Y. C. D. Shepard, *Superintendent*, Reading, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Arthur F. Upton, North Reading, Mass. E. A. Carpenter, North Reading, Mass. Chas. F. Woodward, Wakefield, Mass. Chas. M. Heminway, Brooklyn, N. Y. Phillip H. Hampson, Brooklyn, N. Y. Fred T. Ley, Springfield, Mass. M. J. Warner, Branford, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
ARTHUR F. UPTON,
EDWARD A. CARPENTER,
M. J. WARNER,
P. H. HAMPSON,
FRED T. LEY,
CHAS. M. HEMINWAY,
Directors.
M. J. WARNER, *Treasurer.*
C. D. SHEPARD, *Superintendent.*

STATE OF NEW YORK.

COUNTY OF NEW YORK, ss. On this eighth day of November, 1900, personally appeared before me the above-named M. J. Warner, P. H. Hampson, Fred T. Ley and Chas. M. Heminway, directors of the Lawrence & Reading Street Railway Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

GEO. NORTH,
[Certificate filed in New York County.] *Notary Public, Kings County.*

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 10, 1900. Then personally appeared the above-named Charles F. Woodward, Arthur F. Upton, Edward A. Carpenter and C. D. Shepard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. H. WILLIS,
Justice of the Peace.

REPORT

OF THE

LEOMINSTER & CLINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$51,666 90
Operating expenses,	28,596 07
GROSS INCOME ABOVE OPERATING EXPENSES,	\$23,070 83
Charges upon income accrued during the year:	
Interest on funded debt,	\$10,100 00
Interest and discount on unfunded debts and loans,	1,158 31
Taxes, State and local,	\$2,453 72
Taxes, commutation,	990 44
	3,444 16
Payments to sinking and other special funds:	
first mortgage bond sinking fund,	2,000 00
Other deductions from income: amusement,	2,254 13
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	18,956 60
Surplus for the year ending September 30, 1900,	\$4,114 23
Amount of deficit September 30, 1899,	3,628 95
Credits to profit and loss account during the year: sinking fund error,	\$2,000 00
Debits to profit and loss account during the year: deductions on account of errors in previous years,	2,557 55
NET AMOUNT DEBITED TO PROFIT AND LOSS,	557 55
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$72 27
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$51,183 15
Receipts from rentals of buildings and other property,	480 00
Receipts from advertising in cars,	3 75
GROSS EARNINGS FROM OPERATION,	\$51,666 90

EXPENSES OF OPERATION.

General expenses :	
Salaries of general officers and clerks,	\$2,018 57
General office expenses and supplies,	1,223 26
Insurance,	958 25
Maintenance of roadway and buildings :	
Repair of roadbed and track,	1,835 54
Repair of electric line construction,	255 67
Removal of snow and ice,	217 09
Repair of buildings,	348 35
Maintenance of equipment :	
Repair of cars and other vehicles,	1,820 84
Repair of electric equipment of cars,	1,546 48
Renewal of horses, harnesses, shoeing, etc.,	80 95
Transportation expenses :	
Cost of electric motive power,	4,744 24
Wages and compensation of persons employed in conducting transportation,	11,363 73
Damages for injuries to persons and property,	1,455 34
Other transportation expenses : oil, waste and car lighting,	727 76
TOTAL OPERATING EXPENSES,	\$28,596 07

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (length, 278 feet, turn-out),	\$1,381 50
New electric line construction,	32 46
Other additions to railway : additional engineering charges,	32 84
TOTAL ADDITIONS TO RAILWAY,	\$1,446 80
Additions to equipment :	
Additional cars (2 in number),	\$3,221 08
Electric equipment of same,	2,548 84
Other additions to equipment : heaters, etc.,	200 53
TOTAL ADDITIONS TO EQUIPMENT,	5,970 45
Additions to other permanent property :	
Office furniture,	\$145 00
Suspense account on park, additional boats,	438 28
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	583 28
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$81,000 53

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

	ASSETS.	DR.
Cost of railway :		
Roadbed and tracks,	\$139,323 18	
Electric line construction, including poles, wiring, feeder lines, etc.,	31,647 34	
Engineering and other expenses incident to construction,	9,254 67	
TOTAL COST OF RAILWAY OWNED,		\$180,225 19

Cost of equipment:			
Cars and other rolling stock and vehicles,	\$17,903 65		
Electric equipment of same,	20,763 40		
Other items of equipment: snow plough, tower wagon,*	5,750 27		
TOTAL COST OF EQUIPMENT OWNED,			\$44,417 32
Cost of land and buildings:			
Electric power stations, including equipment,	\$85,713 32		
Other buildings necessary for operation of railway, with land,	20,547 40		
TOTAL COST OF LAND AND BUILDINGS OWNED,			106,260 72
Other permanent property:			
Park and park building,	\$17,600 00		
Land for flowage purposes,	15,000 00		
Office furniture,	515 00		
Tools,	535 40		
Suspense account on park,	6,575 21		
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,			40,225 61
TOTAL PERMANENT INVESTMENTS,			\$371,128 84
Cash and current assets:			
Cash,	\$286 12		
Bills and accounts receivable,	4,103 42		
Sinking and other special funds,	4,048 02		
Other cash and current assets: unexpired in- surance,	204 00		
TOTAL CASH AND CURRENT ASSETS,			8,641 56
Miscellaneous assets: materials and supplies,			2,128 55
Profit and Loss balance (deficit),			72 27
TOTAL,			\$381,971 22
LIABILITIES.		CR.	
Capital stock,			\$150,000 00
Funded debt,			193,000 00
Current liabilities:			
Loans and notes payable,	\$32,704 71		
Audited vouchers and accounts,	2,266 51		
TOTAL CURRENT LIABILITIES,			34,971 22
Sinking and other special funds: first mortgage bond sinking fund,			4,000 00
TOTAL,			\$381,971 22
CAPITAL STOCK.			
Capital stock authorized by law,	\$150,000 00		
Capital stock authorized by votes of company,	150,000 00		
Capital stock issued and outstanding,			\$150,000 00
Number of shares issued and outstanding,	1,500		
Number of stockholders,	16		
Number of stockholders in Massachusetts,	16		
Amount of stock held in Massachusetts,	\$150,000 00		

* \$905.40 deducted from this account and charged to tools and office furniture.

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	April 1, 1917,	\$148,000 00	\$7,400 00
Coupon notes,	6	April 1, 1912,	45,000 00	2,700 00
TOTALS,			\$193,000 00	\$10,100 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of mortgage bond sinking fund,	\$4,000 00
Additions during the year to mortgage bond sinking fund, .	2,000 00
TOTAL, INCLUDING ADDITIONS,	\$6,000 00
Deductions during the year: bonds redeemed in December, 1898, and not deducted in report of October 1, 1899, .	2,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$4,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	997,486
Number carried per mile of main railway track operated, .	86,866
Number of round trips run,	11,493
Number of car miles run,	263,892
Average number of persons employed,	40

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	6	6	6	12
Open passenger cars,	10	10	-	20
TOTAL,	16	16	6	32
Work cars,	2	-	-	-
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other highway vehicles: open buggy,	1
Horses,	1
Harnesses (single),	2
Other items of equipment: tower wagon,	1

RAILWAY OWNED.

Length of railway line,	11.483 miles.
Length of sidings, switches, etc., . . . . .	.642 "
Total, computed as single track,	12.125 "

RAILWAY OPERATED (BY ELECTRIC POWER ONLY).

Length of railway line,	11.483 miles.
Length of sidings, switches, etc., . . . . .	.401 "
Total, computed as single track,	11.884 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,870 miles.
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System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the
company are located : Leominster, Lancaster and Clinton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Water Street, Clinton,	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	4	-	4

STATEMENT OF EACH ACCIDENT.

Man was changing his seat, and while on running-board swung out, striking his head against pole; injury slight.

Man stepped off moving car backwards.

Man, riding on running-board, while fooling with passenger in car struck his head against a pole; injury slight.

Man, intoxicated, standing side of track, step of car struck him, throwing him out of the way; injury slight.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEOMINSTER & CLINTON STREET RAILWAY COMPANY,
LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harry L. Pierce, *President*, Leominster, Mass. James A. Parker, *Vice-President*, Boston, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass. Joseph G. Stearns, *Assistant Treasurer*, Boston, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bentley W. Warren, Boston, Mass. Frederick W. Kendrick, Boston, Mass. Irvin McDowell Garfield, Boston, Mass. Andrew J. Peters, Boston, Mass. James A. Parker, Boston, Mass. Harry L. Pierce, Leominster, Mass. Francis R. Hart, Boston, Mass. Samuel E. Winslow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,
JAMES A. PARKER,
ANDREW J. PETERS,
IRVIN McDOWELL GARFIELD,
F. W. KENDRICK,
FRANCIS R. HART,
JUSTIN W. LESTER,
GEO. H. BURGESS,

Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 6, 1900. Then personally appeared the above-named Justin W. Lester, Irvin McDowell Garfield, F. W. Kendrick and Francis R. Hart, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ANDREW J. PETERS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 6, 1900. Then personally appeared the above-named Bentley W. Warren, James A. Parker and Andrew J. Peters, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JUSTIN W. LESTER,
Notary Public.

REPORT

OF THE

LEXINGTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation April 8, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$59,740 28
Operating expenses,	23,037 11
GROSS INCOME ABOVE OPERATING EXPENSES,	\$36,703 17
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,511 99
Interest and discount on unfunded debts and loans,	12,500 00
Taxes, State and local,	886 50
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	15,898 49
NET DIVISIBLE INCOME,	\$20,804 68
Dividends declared (1 per cent on \$250,000),	2,500 00
Surplus for the year ending September 30, 1900,	\$18,304 68
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$18,304 68
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$58,453 25
Receipts from rentals of buildings and other property,	1,157 04
Receipts from advertising in cars,	129 99
GROSS EARNINGS FROM OPERATION,	\$59,740 28
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,576 48
General office expenses, supplies and advertising,	809 17
Insurance,	1,227 10
Other general expenses: miscellaneous expenses,	404 82
Maintenance of roadway and buildings:	
Repair of roadbed and track,	44 23
Repair of electric line construction,	10 00
Repair of buildings,	1 69

Maintenance of equipment:	
Repair of cars and other vehicles,	\$775 79
Repair of electric equipment of cars,	505 99
Transportation expenses:	
Cost of electric motive power, \$6,304.82; less power sold, \$7.50; net,	6,297 32
Provender for horses,	84 85
Wages and compensation of persons employed in conduct- ing transportation,	10,851 96
Damages for injuries to persons and property,	240 46
Other transportation expenses: oil, grease, fuel and lamps,	207 25
TOTAL OPERATING EXPENSES,	\$23,037 11

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

Dr.

Cost of railway:		
Roadbed and tracks,	\$265,335 36	
Electric line construction, including poles, wiring, feeder lines, etc.,	86,510 89	
Interest accrued during construction of rail- way,	15,917 75	
Engineering and other expenses incident to construction,	23,395 65	
Other items of railway cost: steam railroad crossings,	16,213 65	
TOTAL COST OF RAILWAY OWNED,		\$407,373 30
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$49,408 47	
Electric equipment of same,	45,126 72	
TOTAL COST OF EQUIPMENT OWNED,		94,535 19
Cost of land and buildings:		
Land necessary for operation of railway,	\$18,101 76	
Electric power stations, including equipment,	100,992 19	
Other buildings necessary for operation of railway,	32,238 48	
TOTAL COST OF LAND AND BUILDINGS OWNED,		151,332 43
TOTAL PERMANENT INVESTMENTS,		\$653,240 92
Cash and current assets: cash,		923 76
TOTAL,		\$654,164 68

LIABILITIES.

Cr.

Capital stock,	\$250,000 00
Amount paid on 1,000 shares not yet issued,	95,010 00
TOTAL CAPITAL STOCK,	\$345,010 00
Funded debt,	250,000 00
Current liabilities: loans and notes payable,	40,850 00
Profit and Loss balance (surplus),	18,304 68
TOTAL,	\$654,164 68

CAPITAL STOCK.			
Capital stock authorized by law,	\$350,000	00	
Capital stock authorized by votes of company,	350,000	00	
Capital stock issued and outstanding,			\$250,000 00
Amount paid in on 1,000 shares not yet issued,			95,010 00
TOTAL CAPITAL STOCK LIABILITY,			
			\$345,010 00
Number of shares issued and outstanding,	2,500		
Number of stockholders,	73		
Number of stockholders in Massachusetts,	72		
Amount of stock held in Massachusetts,	\$245,000	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. $4\frac{1}{2}$	1920,	\$250,000 00	\$5,625 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year, April 8, 1900, to Sept. 30, 1900,	1,178,000
Number carried per mile of main railway track operated,	52,133
Number of round trips run,	13,175
Number of car miles run,	248,893
Average number of persons employed,	81
Company commenced operation April 8, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	10	10	34
Open passenger cars,	17	17	-	48
TOTAL,	27	27	10	82

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds (1 cart, 1 sled),	2
Other highway vehicles: 1 democrat, 1 express wagon,	2
Horses,	2
Harnesses (single),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	22.596 miles.
Length of sidings, switches, etc.,	1.730 "
Total, computed as single track,	24.326 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Waltham, Arlington, Lexington, Bedford, Billerica, Concord.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad, Lexington Street, Waltham, . . .	1	1
With Boston & Maine Railroad, Loomis Street, Bedford, . . .	1	1
With Boston & Maine Railroad, Concord Street, Bedford, . . .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	3	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Aug. 11, 1900. — Man jumped from moving car to get his hat; fell, and was picked up insensible.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEXINGTON & BOSTON STREET RAILWAY COMPANY,

53 TREMONT STREET BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alfred Pierce, *President*, 32 Chauncy Street, Boston, Mass. O. M. Gove, *Vice-President*, Waltham, Mass. Charles W. Smith, *Treasurer*, 53 Tremont Street, Boston, Mass. Edward P. Smith, *Clerk of Corporation*, Waltham,

Mass. Geo. W. Morse, *General Counsel*, 28 State Street, Boston, Mass.
Horace B. Parker, *General Manager*, Newtonville, Mass. W. H. Greene,
Superintendent, Lexington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alfred Pierce, Lexington, Mass. O. M. Gove, Waltham, Mass. Chas. W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass. Leonard A. Saville, Lexington, Mass. John H. Foster, Billerica, Mass. Sydney Harwood, Newton, Mass. Edward P. Smith, Waltham, Mass. Geo. W. Morse, Newtonville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALFRED PIERCE,
CHAS. W. SMITH,
ALDEN E. VILES,
SYDNEY HARWOOD,
OTIS M. GOVE,
LEONARD A. SAVILLE,
JOHN H. FOSTER,
GEO. W. MORSE,
E. P. SMITH,
CHAS. W. SMITH, *Directors.*
W. H. GREENE, *Treasurer.*
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1900. Then personally appeared the above-named Alfred Pierce, Charles W. Smith, Alden E. Viles, Sydney Harwood, Otis M. Gove, Leonard A. Saville, John H. Foster, Geo. W. Morse, E. P. Smith and W. H. Greene, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN H. HARWOOD,
Justice of the Peace.

REPORT

OF THE

LINWOOD STREET RAILWAY COMPANY

FOR THE PERIOD ENDING SEPTEMBER 30, 1900.

[Commenced operation January 1, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,954 05
Operating expenses,	7,638 15
GROSS INCOME ABOVE OPERATING EXPENSES,	\$315 90
Charges upon income accrued during the year:	
Taxes, State and local,	\$193 68
Taxes, commutation,	159 08
	352 76
Deficit for the year ending September 30, 1900,	\$36 86
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$36 86
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$7,954 05
GROSS EARNINGS FROM OPERATION,	\$7,954 05
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$825 00
General office expenses and supplies,	139 80
Legal expenses,	1,057 38
Other general expenses:	
Uniforms, \$40.24; mails, \$35.36,	75 60
Engineering, \$54.62; dies, \$30.63,	85 25
Maintenance of equipment: repair of electric equipment of cars,	86 43
Transportation expenses:	
Cost of electric motive power,	1,297 26
Wages and compensation of persons employed in conducting transportation,	2,962 59
Tolls for trackage over other railways,	864 84
Other transportation expenses: lighting stopping places,	244 00
TOTAL OPERATING EXPENSES,	\$7,638 15

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway: roadbed and tracks,		\$2,971 73
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$3,350 00	
Electric equipment of same,	4,360 91	
Other items of equipment: trucks and fenders,	1,150 00	
TOTAL COST OF EQUIPMENT OWNED,		8,860 91
TOTAL PERMANENT INVESTMENTS,		\$11,832 64
Cash and current assets: cash,		845 41
Miscellaneous assets: materials and supplies,		269 17
Profit and Loss balance (deficit),		36 86
TOTAL,		\$12,984 08
LIABILITIES.		Cr.
Capital stock,		\$12,000 00
Current liabilities: salaries and wages,		825 00
Accrued liabilities: taxes accrued and not yet due,		159 08
TOTAL,		\$12,984 08
CAPITAL STOCK.		
Capital stock authorized by law,	\$12,000 00	
Capital stock authorized by votes of company,	12,000 00	
Capital stock issued and outstanding,		\$12,000 00
Number of shares issued and outstanding,	120	
Number of stockholders,	17	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	\$11,700 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	170,199
Number carried per mile of main railway track operated,	105,779
Number of round trips run,	7,207
Number of car miles run,	21,621
Average number of persons employed,	6
Company commenced operation January 1, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	3	3	8

RAILWAY OPERATED (BY ELECTRIC POWER).

Length of railway line,	1.609 miles.
Length of sidings, switches, etc., . . . . .	.160 "
Total, computed as single track,	1.769 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,662 miles.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Northbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LINWOOD STREET RAILWAY COMPANY,
WHITINSVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Cyrus A. Taft, *President*, Whitinsville, Mass. G. Marston Whitin, *Vice-President*, Whitinsville, Mass. Josiah M. Lasell, *Treasurer and Clerk of Corporation*, Whitinsville, Mass. George Wilmot, *Superintendent*, Whitinsville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Cyrus A. Taft, Whitinsville, Mass. G. Marston Whitin, Whitinsville, Mass. Josiah M. Lasell, Whitinsville, Mass. Chester W. Lasell, Whitinsville, Mass. Wm. L. Taft, Northbridge Centre, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSIAH M. LASELL,
CHESTER W. LASELL,
G. M. WHITIN,
CYRUS A. TAFT,
W. L. TAFT,
Directors.
JOSIAH M. LASELL,
Treasurer.
GEO. WILMOT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. NOV. 12, 1900. Then personally appeared the above-named Josiah M. Lasell, Chester W. Lasell, G. M. Whitin, Cyrus A. Taft, W. L. Taft and Geo. Wilmot, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBT. K. BROWN,
Notary Public.

REPORT

OF THE

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		\$545,378 95
Operating expenses,		313,390 25
NET EARNINGS FROM OPERATION,		\$231,988 70
Miscellaneous income: park receipts,		9,964 72
GROSS INCOME ABOVE OPERATING EXPENSES,		\$241,953 42
Charges upon income accrued during the year:		
Interest on funded debt,	\$72,018 16	
Interest and discount on unfunded debts and loans,	32 19	
Taxes, State and local,	\$15,700 99	
Taxes, commutation,	12,181 82	
	27,882 81	
Payments to sinking and other special funds: renewal fund,	10,000 00	
Other deductions from income: park expenses,	19,772 25	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		129,705 41
NET DIVISIBLE INCOME,		\$112,248 01
Dividends declared (7 per cent on \$1,500,000),		105,000 00
Surplus for the year ending September 30, 1900,		\$7,248 01
Amount of surplus September 30, 1899,		107,077 36
Credits to profit and loss account during the year: sinking fund taken from surplus in previous years,	\$24,000 00	
Debits to profit and loss account during the year:		
Premiums on bonds retired,	\$550 00	
Uncollectible accounts charged off,	3,800 93	
TOTAL DEBITS,	4,350 93	
NET AMOUNT CREDITED TO PROFIT AND LOSS,		19,649 07
TOTAL SURPLUS SEPTEMBER 30, 1900,		\$133,974 44

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$541,414 24
Receipts from carriage of mails,	442 05
Receipts from tolls for use of tracks by other companies,	531 21
Receipts from rentals of buildings and other property,	590 00
Receipts from advertising in cars,	1,949 93
Receipts from interest on deposits,	370 85
Other earnings from operation: sundry receipts,	80 67
GROSS EARNINGS FROM OPERATION,	\$545,378 95

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$12,697 22
General office expenses and supplies,	2,741 99
Legal expenses,	3,218 84
Insurance,	25,077 12
Other general expenses: store-room expense, \$345.51; advertising, \$1,041.57; travelling expense, directors' fees and contingent, \$5,681.09; internal revenue, \$71.50,	7,139 67
Maintenance of roadway and buildings:	
Repair of roadbed and track,	20,592 87
Repair of electric line construction,	5,585 41
Removal of snow and ice,	2,898 90
Repair of buildings,	737 90
Maintenance of equipment:	
Repair of cars and other vehicles,	14,872 33
Repair of electric equipment of cars,	13,967 63
Renewal of horses, harnesses, shoeing, etc.,	2,237 72
Transportation expenses:	
Cost of electric motive power, \$58,512.97; less power sold, \$4,103.36; net,	54,409 61
Wages and compensation of persons employed in conducting transportation,	116,946 34
Damages for injuries to persons and property,	12,221 10
Tolls for trackage over other railways,	1,105 43
Rentals of buildings and other property,	4,402 46
Other transportation expenses: car service supplies, \$1,716.80; miscellaneous car service expense, \$5,773.23; cleaning, oiling and sanding track, \$5,047.68,	12,537 71
TOTAL OPERATING EXPENSES,	\$313,390 25

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 7,920 feet),	\$15,183 19
New electric line construction (length, 7,920 feet),	2,145 91
Other additions to railway: engineering and other expenses incident to construction,	1,310 00
TOTAL ADDITIONS TO RAILWAY,	\$18,639 10
Additions to equipment:	
Additional cars (1 in number),	\$1,986 90
Electric equipment of same,	11,348 18
Other additional rolling stock and vehicles,	2,276 83

Additions to equipment — *Concluded.*

Other additions to equipment: advertising racks and frames, \$1,060; 1 horse, \$100; 6 trucks, \$1,425; track cleaners, \$90; hoisting engine, \$437; trolley catchers, \$42,	\$3,154 00
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TOTAL ADDITIONS TO EQUIPMENT,	\$18,765 91
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Additions to land and buildings:

Additional equipment of power stations,	\$4,626 81
New buildings necessary for operation of railway,	1,816 67

TOTAL ADDITIONS TO LAND AND BUILDINGS,	6,443 48
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Additions to other permanent property:

Park land,	\$616 14
Park buildings,	1,864 45
Park equipment,	973 90
Office furniture,	57 70

TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	3,512 19
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$47,360 68
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Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): old motors sold,

230 00

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$47,130 68
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GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$1,482,434 85	
Electric line construction, including poles, wiring, feeder lines, etc.,	216,019 69	
Interest accrued during construction of railway,	9,208 78	
Engineering and other expenses incident to construction,	22,318 31	
TOTAL COST OF RAILWAY OWNED,		\$1,729,981 63
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$297,220 96	
Electric equipment of same,	378,152 74	
Horses,	4,981 76	
Other items of equipment: office furniture, \$363.16; tools and machinery, \$1,192.39; sundry, \$46,870.66,	48,426 21	
TOTAL COST OF EQUIPMENT OWNED,		728,781 67
Cost of land and buildings:		
Land necessary for operation of railway,	\$114,324 39	
Electric power stations, including equipment,	429,227 23	
Other buildings necessary for operation of railway,	141,028 92	
TOTAL COST OF LAND AND BUILDINGS OWNED,		684,580 54

Other permanent property :		
Tenements,	\$2,162 00	
Park equipment,	973 90	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		\$3,135 90
TOTAL PERMANENT INVESTMENTS,		\$3,146,479 74
Cash and current assets :		
Cash,	\$96,279 31	
Bills and accounts receivable,	5,150 44	
Suspense account,	92 51	
Other cash and current assets :		
Prepaid insurance,	1,224 37	
Prepaid taxes,	5,183 64	
Deposit for redemption of bonds,	11,000 00	
TOTAL CASH AND CURRENT ASSETS,		118,930 27
Miscellaneous assets : materials and supplies,		14,965 28
TOTAL,		\$3,280,375 29
LIABILITIES.		CR.
Capital stock,		\$1,520,000 00
Funded debt,		1,444,000 00
Current liabilities :		
Audited vouchers and accounts,	\$65,569 17	
Salaries and wages,	3,647 53	
Dividends not called for,	60,000 00	
Matured interest coupons unpaid (including coupons due October 1),	8,750 00	
Miscellaneous current liabilities :		
Suspense account,	30 00	
Deposit for employees' passes,	130 00	
TOTAL CURRENT LIABILITIES,		138,126 70
Accrued liabilities :		
Interest accrued and not yet due,	\$17,783 30	
Taxes accrued and not yet due,	12,181 82	
TOTAL ACCRUED LIABILITIES,		29,965 12
Sinking and other special funds : renewal fund,		14,309 03
Profit and Loss balance (surplus),		133,974 44
TOTAL,		\$3,280,375 29
CAPITAL STOCK.		
Capital stock authorized by law,	\$1,900,000 00	
Capital stock authorized by votes of company,	1,900,000 00	
Capital stock issued and outstanding,		\$1,500,000 00
Amount paid in on 4,000 shares not yet issued,		20,000 00
TOTAL CAPITAL STOCK LIABILITY,		\$1,520,000 00
Number of shares issued and outstanding,	15,000	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	\$1,500,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Lowell, Lawrence & Haverhill Street Railway Company first mortgage bonds (\$350,000 of the authorized issue of \$1,900,000 held by trustee to retire \$350,000 Merrimack Valley Street Railway Company's bonds), Deposited with trustee June 2, 1900, \$11,000 to retire that amount of Lowell, Lawrence & Haverhill bonds called for redemption June 2, 1900,*	5	June 1, 1923,	\$1,030,000 00	\$50,949 95
Merrimack Valley Street Railway Company first mortgage bonds, . . .	5	April 1, 1911,	350,000 00	17,500 00
People's Street Railway Company first mortgage bonds, . . .	5	Jan. 1, 1928,	64,000 00	3,200 00
TOTALS, . . . . .	. . .	. . .	\$1,444,000 00	\$72,018 16

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of renewal fund,	\$15,000 00
Additions during the year to renewal fund,	10,000 00
TOTAL, INCLUDING ADDITIONS,	\$25,000 00
Deductions during the year from renewal fund,	10,690 97
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$14,309 03

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	11,016,707
Number carried per mile of main railway track operated,	166,124
Number of round trips run,	174,964
Number of car miles run,	1,921,815
Average number of persons employed,	332

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with Stores.	Number of Motors.
Box passenger cars,	71	1	72	71	51	20	-
Open passenger cars,	81	16	97	81	-	-	-
TOTAL,	152	17	169	152	51	20	186
Box freight cars,	3	-	-	-	-	-	-
Platform freight cars,	-	3	-	-	-	-	-
Work cars,	-	4	-	-	-	-	-
TOTAL,	3	7	-	-	-	-	6
Snow ploughs,	20	5	-	-	-	-	40

* Bonds called for redemption June 2, 1900, not presented and still outstanding.

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	9
Other railway rolling stock: snow levellers, 7; walkaways, 3,	10
Other highway vehicles: driving wagons and buggies, 6; express wagons, 6; tower wagons, 2; emergency wagon, 1; road machines, 3; sleighs, 5,	23
Horses,	12
Harnesses (double, 5; single, 8),	13
Other items of equipment: repair shop machinery and tools, park equipments and track and line tools.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	55.927	1.454	57.381
Length of second main track,	8.642	.293	8.935
TOTAL LENGTH OF MAIN TRACK,	64.569	1.747	66.316
Length of sidings, switches, etc.,	1.800	.005	1.805
TOTAL, COMPUTED AS SINGLE TRACK,	66.369	1.752	68.121

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	7.164 miles.
Length of second main track, . . . . .	.475 "
Total length of main track,	7.639 "

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Lowell, Dracut, Methuen, Lawrence, Andover, North Andover, Haverhill, Groveland, West Newbury and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (9 in number), viz.:		
With Boston & Maine Railroad, Washington Street, Haverhill,	4	2
With Boston & Maine Railroad, Essex Street, Haverhill,	4	1
With Boston & Maine Railroad, Water Street, Lawrence,	6	1
With Boston & Maine Railroad, North Broadway, Lawrence,	2	1
With Boston & Maine Railroad, South Broadway, Lawrence,	5	1
With Boston & Maine Railroad, Andover Street, Lawrence,	5	1
With Boston & Maine Railroad, Union Street, Lawrence,	2	1
With Boston & Maine Railroad, North Andover Depot, North Andover,	2	1
With Boston & Maine Railroad, Water Street, North Andover,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	32	10

Number of above crossings at which *frogs* are inserted in the tracks, 9

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	9	1	51	1	60
Employees,	-	-	-	3	-	3
Other persons,	-	2	3	12	3	14
TOTALS,	-	11	4	66	4	77

STATEMENT OF EACH ACCIDENT.

- Oct. 6, 1899.* — Woman stepped on moving car and fell; injured back.
October 20. — Drunken man fell after leaving car; nose cut.
October 28. — Car ran into team; driver of team injured.
October 28. — Drunken man asleep on track; was run over; instantly killed.
October 31. — Trolley wire fell; passenger knocked from moving car; hip hurt.
November 1. — Man stepped from moving car and fell; knee bruised.
November 2. — Team struck by car; driver of team had knee injured.
December 2. — Man fell while boarding moving car; slightly bruised.
December 10. — Man slipped from moving car; face bruised.
December 12. — Horse, frightened by car, ran away; driver slightly injured.
December 14. — Man stepped from moving car and fell; slightly injured.
December 16. — Man stepped from moving car and fell; slightly injured.
December 23. — Woman knocked down by passenger; spine injured.
December 25. — Drunken man fell from moving car; face bruised.
December 27. — Man tried to board moving car and fell; leg injured.
Jan. 6, 1900. — Child ran in front of car; picked up by fender.
January 9. — Man jumped on moving car; hurt knee.
January 25. — Car left rails; passenger claimed injury to side.
January 29. — Gear case broke; passenger had hand cut.
February 5. — Man caught fingers in brake; slightly pinched.
February 10. — Man stepped from moving car and fell; slightly bruised.
March 4. — Man stepped from moving car and fell; fingers bruised.
March 16. — Man tried to board moving car and fell; knee hurt.
March 20. — Man fell from moving car; head cut.
March 27. — Man struck knee on fender of moving car; injury slight.
April 1. — Man fell from moving car; face cut.
April 16. — Man stepped from moving car into trench; slight bruises.
April 29. — Man and woman injured by falling trolley pole.
April 30. — Girl on bicycle ran into car; head cut.
May 1. — Conductor caught finger in folding running-board; one joint cut off.
May 1. — Car left rails; passenger bruised.
May 4. — Horse ran into car, broke glass; passenger's face cut.
May 13. — Lady cyclist ran into car; head cut.
May 14. — Man tried to board moving car and fell; slightly bruised.
May 16. — Drunken man fell from moving car; elbow bruised.
May 18. — Man stepped from moving car and fell; hands scratched.

- May 20.* — Man tried to board moving car and fell; slightly bruised.
May 27. — Woman stepped from moving car and fell; head bruised.
May 27. — Man tried to board moving car and fell; leg injured.
May 29. — Woman tried to board moving car and fell; leg injured.
May 30. — Woman tried to leave moving car and fell; slightly bruised.
May 30. — Woman tried to leave moving car and fell; slightly bruised.
June 3. — Woman tried to leave moving car; slight bruise.
June 3. — Woman tried to leave moving car; slight bruise.
June 3. — Woman tried to leave moving car; cut on head.
June 4. — Woman tried to leave moving car; slight bruise.
June 5. — Woman tried to board moving car; elbow bruised.
June 6. — Man fell from bicycle; cut head on running-board.
June 9. — Man tried to board moving car and fell; slight bruise.
June 10. — Woman fell from moving car; back injured.
June 24. — Man jumped from moving car after hat; died from injuries received.
July 2. — Woman stepped from moving car and fell; slight bruise.
July 4. — Firecracker thrown into car; burned three passengers.
July 6. — Man stepped from moving car and fell; skin abraded.
July 9. — Woman stepped from moving car and fell; arm hurt.
July 11. — Conductor fell from car; severe concussion.
July 13. — Man stepped from moving car; face skinned.
July 14. — Man on running-board scraped legs against team.
July 15. — Woman fell while boarding car; shaken up.
July 21. — Bicyclist struck by car; head cut.
July 21. — Man stepped from running-board of moving car; slightly bruised.
July 22. — Man fell from moving car; slight bruises.
July 24. — Child fell from moving car; slight bruises.
July 24. — Man jumped from moving car after hat and fell; ear cut.
July 28. — Horse backed team into moving car; driver thrown from team, shoulder dislocated.
August 3. — Horse ran into car, throwing boy from team; boy died from injuries.
August 4. — Drunken passenger jumped from moving car; face scratched.
August 4. — Woman stepped from moving car; back hurt.
August 11. — Woman crossed track and was struck by car; died from injuries.
August 13. — Conductor fell from car; scalp wound.
August 25. — Girl jumped from moving car; shaken up.
September 4. — Man tried to board moving car and fell; finger cut.
September 7. — Cyclist tried to pass between team and car; body bruised.
September 8. — Man stepped from moving car and fell; knee hurt.
September 13. — Man stepped from moving car and fell; slight bruise.
September 26. — Man stepped from moving car and fell; slight bruise.
September 28. — Man fell trying to board moving car; slight bruise.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY
COMPANY,

MERRIMACK SQUARE, LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander B. Bruce, *President*, Lawrence, Mass. Patrick F. Sullivan, *Vice-President*, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. William A. Fisher, *Clerk of Corporation*, Lowell, Mass. John P. Sweeney, *General Counsel*, Lawrence, Mass. D. Dana Bartlett, *Auditor*, Lowell, Mass. Elwin C. Foster, *General Manager*, Boston, Mass. Franklin Woodman, *General Superintendent*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander B. Bruce, Lawrence, Mass. Philip L. Saltonstall, Boston, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. William A. Fisher, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEX. B. BRUCE,
P. F. SULLIVAN,
PHILIP L. SALTONSTALL,
W. A. FISHER,
J. H. GOODSPEED, *Directors.*
J. H. GOODSPEED, *Treasurer.*
FRANKLIN WOODMAN,
General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 5, 1900. Then personally appeared the above-named Alex. B. Bruce, P. F. Sullivan, Philip L. Saltonstall, W. A. Fisher and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. LOWELL, Nov. 6, 1900. Then personally appeared the above-named Franklin Woodman, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

DAVID W. DEWAR,
Justice of the Peace.

REPORT

OF THE

LOWELL & SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$464,577 06
Operating expenses,	260,232 64
NET EARNINGS FROM OPERATION,	\$204,324 42
Miscellaneous income: park receipts,	8,373 54
GROSS INCOME ABOVE OPERATING EXPENSES,	\$212,697 96
Charges upon income accrued during the year:	
Interest on funded debt,	\$50,000 00
Interest and discount on unfunded debts and loans,	7,131 01
Taxes, State and local,	\$22,324 72
Taxes, commutation,	9,079 51
	31,404 23
Payments to sinking and other special funds:	
Renewal fund,	\$10,000 00
Winter expense fund,	10,000 00
	20,000 00
Other deductions from income: park expenses,	11,860 79
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	120,396 03
NET DIVISIBLE INCOME,	\$92,301 93
Dividends declared:	
3½ per cent on \$1,000,000,	\$35,000 00
3½ per cent on \$1,200,000,	42,000 00
TOTAL DIVIDENDS DECLARED,	77,000 00
Surplus for the year ending September 30, 1900,	\$15,301 93
Amount of surplus September 30, 1899,	43,640 83
	\$58,942 76
Credits to profit and loss account during the year: premium on \$200,000 increase capital stock,	\$30,000 00
Debits to profit and loss account during the year: uncollectible accounts charged off,	718 40
NET AMOUNT CREDITED TO PROFIT AND LOSS,	29,281 60
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$88,224 36

EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$453,975 57
Receipts from carriage of mails,	233 21
Receipts from tolls for use of tracks by other companies,	1,105 43
Receipts from rentals of buildings and other property,	6,817 07
Receipts from advertising in cars,	2,099 28
Receipts from interest on deposits,	161 68
Other earnings from operation: sundry receipts,	164 82
GROSS EARNINGS FROM OPERATION,	\$464,557 06
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$14,440 45
General office expenses and supplies,	2,290 81
Legal expenses,	435 12
Insurance,	22,489 35
Other general expenses: store-room expense, \$829.06; advertising, \$1,020.77; travelling expenses, directors' fees and contingent, \$4,561.33; internal revenue, \$158.40,	6,569 56
Maintenance of roadway and buildings:	
Repair of roadbed and track,	18,712 81
Repair of electric line construction,	4,216 55
Removal of snow and ice,	3,022 10
Repair of buildings,	1,895 26
Maintenance of equipment:	
Repair of cars and other vehicles,	10,804 05
Repair of electric equipment of cars,	13,605 90
Renewal of horses, harnesses, shoeing, etc.,	2,486 54
Transportation expenses:	
Cost of electric motive power, \$49,045.61; less power sold, \$18,727.87; net,	30,317 74
Wages and compensation of persons employed in conducting transportation,	112,968 55
Damages for injuries to persons and property,	5,333 66
Rentals of buildings and other property,	2,899 92
Other transportation expenses: car service supplies, \$1,397.15; miscellaneous car service expenses, \$4,222.48; cleaning, oiling and sanding track, \$2,124.64,	7,744 27
TOTAL OPERATING EXPENSES,	\$260,232 64
PROPERTY ACCOUNTS.	
Additions to railway:	
Extension of tracks (length, 9,234 feet),	\$29,096 34
New electric line construction (length, 9,234 feet),	743 47
Other additions to railway: engineering and interest transferred from power station and machinery account,	22,001 31
TOTAL ADDITIONS TO RAILWAY,	\$51,841 12
Additions to equipment:	
Additional cars (part cost of vestibuling),	\$3,910 33
Electric equipment of same,	857 58

Additions to equipment — *Concluded.*

Other additions to equipment:		
Ten trucks, \$2,139.85; trolley catchers, \$350.91,	\$2,490 76	
Fenders, \$240; wings for ploughs, \$364.20; machinery and tools, \$466.13; advertising racks and frames, \$682,	1,752 33	
TOTAL ADDITIONS TO EQUIPMENT,		\$9,011 00
Additions to land and buildings: additional equipment of power stations,		1,064 06
Additions to other permanent property:		
Park land,	\$100 00	
Park equipment,	94 45	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		194 45
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$62,110 63
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Old motors sold,	\$600 00	
Signal system,	530 25	
Engineering and interest transferred from power station and machinery account to railway account,	22,001 31	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		23,131 56
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$38,979 07

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$1,018,068 23	
Electric line construction, including poles, wiring, feeder lines, etc.,	201,393 29	
Interest accrued during construction of railway,	48,250 87	
Engineering and other expenses incident to construction,	63,377 97	
TOTAL COST OF RAILWAY OWNED,		\$1,331,090 36
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$325,262 03	
Horses,	760 00	
Other items of equipment, repair shop, machinery and tools, wagons, office and waiting room equipment and signal system,	23,350 91	
TOTAL COST OF EQUIPMENT OWNED,		349,372 94
Cost of land and buildings:		
Land necessary for operation of railway,	\$73,783 71	
Electric power stations, including equipment,	377,092 85	
Other buildings necessary for operation of railway,	111,045 97	
TOTAL COST OF LAND AND BUILDINGS OWNED,		561,922 53

Other permanent property :			
Discontinued car house and stables,	\$77,188 93		
Park land and buildings,	72,341 12		
Park equipment,	11,454 35		
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,			\$160,984 40
TOTAL PERMANENT INVESTMENTS,			\$2,403,370 23
Cash and current assets :			
Cash,	\$11,243 95		
Bills and accounts receivable,	14,024 72		
Other cash and current assets :			
Prepaid interest,	1,265 39		
Prepaid insurance, \$2,252.55; prepaid taxes, \$5,812.80,	8,065 35		
TOTAL CASH AND CURRENT ASSETS,			34,599 41
Miscellaneous assets: materials and supplies,			52,430 37
TOTAL,			\$2,490,400 01
LIABILITIES.		Cr.	
Capital stock,			\$1,200,000 00
Funded debt,			1,000,000 00
Current liabilities :			
Loans and notes payable,	\$100,000 00		
Audited vouchers and accounts,	55,412 17		
Miscellaneous current liabilities :			
Outstanding tickets,	800 33		
Conductors' deposits for badges,	217 00		
TOTAL CURRENT LIABILITIES,			156,429 50
Accrued liabilities :			
Interest accrued and not yet due,	\$16,666 64		
Taxes accrued and not yet due,	9,079 51		
TOTAL ACCRUED LIABILITIES,			25,746 15
Sinking and other special funds :			
Renewal fund,	\$10,000 00		
Winter expense fund,	10,000 00		
TOTAL SINKING AND OTHER SPECIAL FUNDS,			20,000 00
Profit and Loss balance (surplus),			88,224 36
TOTAL,			\$2,490,400 01
CAPITAL STOCK.			
Capital stock authorized by law,	\$1,200,000 00		
Capital stock authorized by votes of company,	1,200,000 00		
Capital stock issued and outstanding,			\$1,200,000 00
Number of shares issued and outstanding,	12,000		
Number of stockholders,	22		
Number of stockholders in Massachusetts,	21		
Amount of stock held in Massachusetts,	\$1,199,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . .	Per Cent. 5	Dec. 1, 1911,	\$1,000,000 00	\$50,000 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1899, of renewal fund,		\$10,000 00
Additions during the year to renewal fund,	\$10,000 00	
Additions during the year to winter expense fund,	10,000 00	
		20,000 00
TOTAL, INCLUDING ADDITIONS,		\$30,000 00
Deductions during the year from renewal fund,		10,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,		\$20,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	9,145,957
Number carried per mile of main railway track operated,	144,408
Number of round trips run,	262,177
Number of car miles run,	2,081,777
Average number of persons employed,	305

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	54	10	64	54	54	112
Open passenger cars,	68	12	80	68	-	52
TOTAL,	122	22	144	122	54	164
Platform freight cars (trailers),	-	6	-	-	-	-
Snow ploughs,	20	4	-	-	-	40

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	13
Other highway vehicles: 3 road scrapers, 1 tower wagon, 2 pungs, 1 emergency wagon, 1 top buggy, 3 open wagons, 3 express wagons, 4 sleighs,	18
Horses,	10
Harnesses (double, 8; single, 8),	16
Other items of equipment: park equipment, repair shop tools and machinery and track and line tools.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	47.298 miles.
Length of second main track,	16.036 "
Total length of main track,	63.334 "
Length of sidings, switches, etc.,	1.320 "
Total, computed as single track,	64.654 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	0.746 miles.
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System of electric motive power in use by the company: General Electric;
overhead trolley.

Names of the several cities and towns in which the railways operated by the
company are located: Lowell, Billerica, Chelmsford, Dracut, Tyngs-
boro' and Tewksbury.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (15 in num- ber), viz.:		
With Boston & Maine Railroad, Bridge Street,*	2	2
With Boston & Maine Railroad, East Merrimack Street,*	1	2
With Boston & Maine Railroad, Lawrence Street,*	2	1
With Boston & Maine Railroad, Lawrence Street,*	1	1
With Boston & Maine Railroad, Merrimack Street,*	1	2
With Boston & Maine Railroad, Broadway,*	1	1
With Boston & Maine Railroad, Gorham Street,*	1	2
With Boston & Maine Railroad, Billerica,	2	1
With Boston & Maine Railroad, Central Street,*	1	2
With Boston & Maine Railroad, Fletcher Street,*	2	1
With Boston & Maine Railroad, Middlesex Street,	2	1
With Boston & Maine Railroad, Middlesex Street,	3	1
With Boston & Maine Railroad, North Chelmsford,*	1	2
With Boston & Maine Railroad, North Chelmsford,	1	2
With New York, New Haven & Hartford Railroad, Chelmsford Centre,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	22	22

Number of above crossings at which *frogs* are inserted in the tracks, . . . 15

* Used exclusively for carrying freight to corporations.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	5	1	45	1	50
Employees,	-	-	-	5	-	5
Other persons,	-	-	-	20	-	20
TOTALS,	-	5	1	70	1	75

STATEMENT OF EACH ACCIDENT.

Oct. 7, 1899. — Drunken woman stepped in front of moving car; knocked down, eye and lips cut.

October 7. — Drunken man fell from moving car; head bruised.

October 12. — Woman stepped off moving car and fell; head and back injured.

October 25. — Drunken woman fell over fender of car; eye cut; car at rest.

October 29. — Man tried to board moving car; knee cap broken.

November 9. — Man crossing track was struck by fender of moving car; had knee hurt.

November 9. — Woman fell while leaving car; slight injury; car at rest.

November 9. — Boy stealing ride jumped from moving car and fell; injured.

November 10. — Man stepped from moving car and fell; arm hurt.

November 20. — Lady wrenched ankle while leaving car; car at rest.

November 28. — Team struck by car; driver of team slightly injured.

December 21. — Car struck team; driver of team slightly injured.

Jan. 16, 1900. — Man cut hand on window glass.

January 21. — Lady fell while stepping on moving car; finger hurt.

February 9. — Lady stepped from moving car; slightly bruised.

February 19. — Buggy caught in switch, threw driver out; dislocated shoulder.

February 24. — Man tried to board moving car and fell; shoulder bruised.

March 13. — Man tried to board moving car and fell; knee cut.

March 17. — Man fell from moving car on curve; head cut.

April 24. — Man tried to board moving car and fell; slight bruises.

April 30. — Man in front of team on track struck by car; face cut.

May 13. — Conductor struck tree; head cut.

May 14. — Team struck by car; driver of team thrown out; fingers broken.

May 16. — Boy jumped on moving car and fell; face cut.

May 20. — Man fell from moving car; face cut.

May 22. — Woman jumped from moving car; slight injury.

May 25. — Bicyclist ran into moving car; slight bruises.

May 27. — Girl's dress caught fire from wheel case; leg burned.

May 27. — Man stepped from moving car and fell; slightly injured.

May 27. — Conductor struck pole; severe concussion.

June 1. — Man tried to board moving car and fell; face scratched.

June 5. — Man tried to board moving car and fell; slightly bruised.

June 10. — Man jumped from moving car; thigh broken.

June 10. — Slight collision of cars; passenger claimed injury to spine.

- June 17.* — Child fell on tracks; picked up by fender; slightly bruised.
June 24. — Boy jumped from moving car and fell; slightly bruised.
June 26. — Woman stepped from moving car and fell; slight injury.
June 28. — Man stepped from moving car and fell; leg hurt.
June 29. — Man tried to board moving car and fell; face bruised.
July 2. — Man jumped from moving car and fell; slightly bruised.
July 2. — Boy fell from seat of moving car; lost tooth.
July 4. — Conductor fell from running-board; scalp wound.
July 4. — Conductor fell from running-board; scalp wound.
July 4. — Man stepped from moving car; knee and arms bruised.
July 8. — Man fell from moving car; scalp wound.
July 16. — Woman's foot caught behind running-board; slight sprain.
July 16. — Man leaving car bumped head on guard rail; slight injury.
July 18. — Newsboy jumped from moving car and fell; leg skinned.
July 19. — Woman, frightened by controller flash, jumped from moving car and fainted.
July 19. — A woman left moving car and fell; broke wrist.
July 30. — Woman stepped on skirt while getting on car and fell; car at rest; arm hurt.
August 3. — Woman jumped off moving car and fell; died from injuries.
August 5. — Man jumped from moving car and fell; face scratched.
August 11. — Man stepped from moving car and fell; face scratched.
August 12. — Man stepped from moving car and fell; face scratched.
August 13. — Man stepped from moving car and fell; bruised.
August 17. — Woman fell when getting off car; face cut and bruised; car at rest.
August 18. — Drunken man struck by car; run over; leg amputated.
August 29. — Car jumped track; two men slightly injured.
August 31. — Car struck buggy; driver drunk; driver slightly injured.
September 3. — Man on running-board caught foot under hub of team; squeezed foot.
September 3. — Boy kicked dog off brake; struck by brake handle; face bruised.
September 3. — Man stepped from moving car and fell; head cut.
September 6. — Man stepped from moving car and fell; slightly bruised.
September 8. — Car struck team; occupant had leg injured.
September 9. — Woman stepped from moving car and fell; scalp wound.
September 9. — Man tried to board moving car and fell; finger hurt.
September 13. — Conductor fell from car; sprained ankle.
September 14. — Man getting on car scraped nose on guard rail.
September 20. — Car struck team; driver thrown backwards; thigh injured.
September 22. — Boy was in front of moving car; hit by fender; head cut.
September 24. — Girl jumped from moving car; head injured.
September 26. — Man tried to board moving car and fell; shaken up.
September 28. — Drunken man fell from moving car; head cut.
September 30. — Bicyclist ran into car; legs cut.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & SUBURBAN STREET RAILWAY COMPANY,

MERRIMACK SQUARE, LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward M. Tucke, *President*, Lowell, Mass. August Fels, *Vice-President*, Lowell, Mass. Percy Parker, *Treasurer*, Lowell, Mass. Patrick F. Sullivan, *Clerk of Corporation*, Lowell, Mass. George F. Richardson, *General Counsel*, Lowell, Mass. D. Dana Bartlett, *Auditor*, Boston, Mass. Elwin C. Foster, *General Manager*, Boston, Mass. Franklin Woodman, *General Superintendent*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward M. Tucke, Lowell, Mass. August Fels, Lowell, Mass. Percy Parker, Lowell, Mass. Patrick F. Sullivan, Lowell, Mass. John Lennon, Lowell, Mass. Thomas Costello, Lowell, Mass. Miles F. Brennan, Boston, Mass. Ethan A. Smith, Lowell, Mass. Mayer S. Bernheimer, New York, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD M. TUCKE,
AUGUST FELS,
PERCY PARKER,
THOMAS COSTELLO,
JOHN LENNON,
P. F. SULLIVAN,
Directors.
PERCY PARKER,
Treasurer.
FRANKLIN WOODMAN,
General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. LOWELL, Nov. 1, 1900. Then personally appeared the above-named Edward M. Tucke, August Fels, Percy Parker, Thomas Costello, John Lennon, P. F. Sullivan and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. FISHER,
Justice of the Peace.

REPORT

OF THE

LYNN & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		\$1,943,980 22
Operating expenses,		1,104,997 70
NET EARNINGS FROM OPERATION,		\$838,982 52
Miscellaneous income: receipts at park,		1,434 40
GROSS INCOME ABOVE OPERATING EXPENSES,		\$840,416 92
Charges upon income accrued during the year:		
Interest on funded debt,	\$327,955 81	
Interest and discount on unfunded debts and loans,	39,523 44	
Taxes, State and local,	\$53,064 04	
Taxes, commutation,	43,242 22	
	96,306 26	
Rentals of leased railways:		
East Middlesex,	\$35,610 00	
Boston & Chelsea,	7,260 00	
Winnisimmet,	3,400 00	
Boston & Revere,	4,591 66	
Gloucester & Rockport,	1,050 00	
Boston Elevated,	70,628 55	
	122,540 21	
Other deductions from income:		
Park expense,	\$5,696 94	
Payment account commission on sale of bonds,	22,000 00	
Reconstruction,	40,000 00	
	67,696 94	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		654,022 66
NET DIVISIBLE INCOME,		\$186,394 26
Dividends declared (3 per cent),		68,130 00
Surplus for the year ending September 30, 1900,		\$118,264 26
Amount of surplus September 30, 1899,		101,299 18
		\$219,563 44
Credits to profit and loss account during the year:		
Surplus of Gloucester Street Railway Company, transferred by consolidation,	\$22,578 26	
Bonus, building road, Revere,	1,000 00	
TOTAL CREDITS,	\$23,578 26	

Debits to profit and loss account during the year:	
Deficit of Wakefield & Stoneham Street Railway Company, transferred by consolidation,	\$32,298 01
Adjustment of accounts,	4,143 95
Accident suspense,	13,228 98
Discount on coupon notes,	6,200 00
TOTAL DEBITS,	\$55,870 94
NET AMOUNT DEBITED TO PROFIT AND LOSS,	\$32,292 68
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$187,270 76
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,921,876 34
Receipts from tolls for use of tracks by other companies,	4,755 21
Receipts from rentals of buildings and other property,	6,123 09
Receipts from advertising in cars,	7,943 31
Other earnings from operation: miscellaneous,	3,282 27
GROSS EARNINGS FROM OPERATION,	\$1,943,980 22
EXPENSES OF OPERATION.	
General expenses:-	
Salaries of general officers and clerks,	\$50,535 52
General office expenses and supplies,	13,298 37
Legal expenses,	5,256 68
Insurance,	46,620 73
Other general expenses: store-room expense, \$7,456.93; advertising, \$1,438.79; miscellaneous general expense, \$10,180.30; internal revenue tax, \$852.52,	19,928 54
Maintenance of roadway and buildings:	
Repair of roadbed and track,	75,258 56
Repair of electric line construction,	25,900 47
Removal of snow and ice,	7,382 85
Repair of buildings,	7,652 13
Maintenance of equipment:	
Repair of cars and other vehicles,	70,402 28
Repair of electric equipment of cars,	44,778 22
Renewal of horses, harnesses, shoeing, etc.,	9,207 23
Transportation expenses:	
Cost of electric motive power, \$166,919.64; less power sold, \$15,747.25; net,	151,172 39
Wages and compensation of persons employed in conducting transportation,	478,286 80
Damages for injuries to persons and property,	59,744 69
Tolls for trackage over other railways,	185 79
Rentals of buildings and other property,	7,954 14
Other transportation expenses: car service supplies, \$6,-409.60; miscellaneous car service expense, \$15,061.60; cleaning, oiling and sanding track, \$9,961.11,	31,432 31
TOTAL OPERATING EXPENSES,	\$1,104,997 70

PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 40,882 feet), . . .	\$199,623 47	
New electric line construction (length, 40,882 feet) and necessary feeder line, . . .	24,617 94	
Other additions to railway:		
Reconstruction transferred,	85,591 28	
Reconstruction,	101,599 85	
Engineering,	850 55	
Temporary bridge,	9,442 06	
Property of Wakefield & Stoneham Street Railway Company,	639,934 65	
Property of Gloucester Street Railway Company,	541,192 09	
TOTAL ADDITIONS TO RAILWAY,		\$1,602,851 89
Additions to equipment:		
Additional cars (40 in number),	\$57,779 75	
Electric equipment of same,	75,582 96	
Other additional rolling stock and vehicles,	11,531 67	
Other additions to equipment:		
Sundry equipment,	3,437 67	
Property of Wakefield & Stoneham Street Railway Company,	134,184 55	
Property of Gloucester Street Railway Company,	170,642 60	
TOTAL ADDITIONS TO EQUIPMENT,		453,159 20
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$111 93	
New electric power stations, including machinery, etc.,	4,950 58	
Property of Wakefield & Stoneham Street Railway Company,	117,722 63	
Property of Gloucester Street Railway Company,	161,272 51	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		284,057 65
Additions to other permanent property: property of Wakefield & Stoneham Street Railway Company,		7,624 43
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$2,347,693 17
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): reconstruction,		40,000 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$2,307,693 17

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$4,832,851 92	
Electric line construction, including poles, wiring, feeder lines, etc.,	678,883 70	
Interest accrued during construction of railway,	93,538 81	
Engineering and other expenses incident to construction,	230,823 68	

Cost of railway — <i>Concluded.</i>		
Other items of railway cost:		
Temporary bridge,	\$9,442 06	
Reconstruction,	149,571 43	
TOTAL COST OF RAILWAY OWNED,		\$5,995,111 60
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$630,738 85	
Electric equipment of same,	1,148,278 33	
Horses,	2,000 00	
Other items of equipment,	118,229 24	
TOTAL COST OF EQUIPMENT OWNED,		1,899,246 42
Cost of land and buildings:		
Land necessary for operation of railway,	\$538,647 47	
Electric power stations, including equipment,	1,188,299 50	
TOTAL COST OF LAND AND BUILDINGS OWNED,		1,726,946 97
Other permanent property: park property,		7,624 43
TOTAL PERMANENT INVESTMENTS,		\$9,628,929 42
Cash and current assets:		
Cash,	\$75,783 53	
Bills and accounts receivable,	372,217 55	
Coupon notes in treasury,	310,000 00	
Bonds in treasury,	151,500 00	
Other cash and current assets:		
Boston & Revere Electric bonds redeemed,	11,000 00	
Coupon deposits, \$47,012.50; prepaid taxes, \$15,072.31; prepaid insurance, \$28,317.58,	90,402 39	
TOTAL CASH AND CURRENT ASSETS,		1,010,903 47
Miscellaneous assets: materials and supplies,		223,937 49
TOTAL,		\$10,863,770 38
LIABILITIES.		CR.
Capital stock,		\$2,271,000 00
Funded debt,		5,774,000 00
Coupon notes,		1,262,500 00
Current liabilities:		
Loans and notes payable,	\$750,000 00	
Audited vouchers and accounts,	416,895 80	
Salaries and wages,	822 98	
Matured interest coupons unpaid (including coupons due October 1),	49,562 50	
Miscellaneous current liabilities:		
Tickets outstanding,	4,517 25	
Employees' deposits,	8,095 00	
TOTAL CURRENT LIABILITIES,		1,229,893 53
Accrued liabilities:		
Interest accrued and not yet due,	\$86,355 32	
Taxes accrued and not yet due,	44,181 85	
Rentals accrued and not yet due,	8,568 92	
TOTAL ACCRUED LIABILITIES,		139,106 09
Profit and Loss balance (surplus),		187,270 76
TOTAL,		\$10,863,770 38

CAPITAL STOCK.		
Capital stock authorized by law,	\$5,005,000 00	
Capital stock authorized by votes of company,	2,271,000 00	
Capital stock issued and outstanding,		\$2,271,000 00
Number of shares issued and outstanding,	22,710	
Number of stockholders,	21	
Number of stockholders in Massachusetts,	21	
Amount of stock held in Massachusetts,	\$2,271,000 00	
CONTINGENT LIABILITY.		
Commission on sale of Lynn & Boston first mortgage gold bonds, due December 1, 1924, payable from future net earnings,		\$20,000 00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Lynn & Boston Railroad first mortgage gold,	5	Dec. 1, 1924,	\$5,379,000 00	\$188,866 67
Lynn & Boston Railroad debenture,	5	April 1, 1907,	100,000 00	5,000 00
Lynn & Boston Railroad debenture,	5	March 1, 1912,	186,000 00	9,300 00
Lynn Belt Line Street Railway first mortgage,	5	May 1, 1910,	100,000 00	5,000 00
Essex Electric Street Railway first mortgage,	6	Jan. 1, 1911,	100,000 00	6,000 00
Naumkeag Street Railway first mortgage,	5	June 1, 1906,	215,000 00	10,750 00
Naumkeag Street Railway debenture,	5	April 1, 1907,	49,000 00	2,450 00
Naumkeag Street Railway first consolidated mortgage,	5	July 1, 1910,	711,000 00	35,550 00
Naumkeag Street Railway debenture,	6	Sept. 1, 1910,	24,000 00	1,440 00
Naumkeag Street Railway debenture,	6	July 1, 1911,	10,000 00	600 00
Gloucester Street Railway first mortgage gold,	5	April 1, 1907,	60,000 00	1,750 00
Gloucester, Essex & Beverly Street Railway first mortgage gold,	5	Dec. 1, 1916,	125,000 00	3,645 83
Mystic Valley Street Railway first mortgage,	5	Jan. 1, 1919,	60,000 00	1,750 00
Wakefield & Stoneham Street Railway first mortgage gold,	5	March 1, 1915,	150,000 00	4,375 00
Lynn & Boston Railroad coupon notes,	6	April 1, 1917,	1,250,000 00	46,428 31
Rockport Street Railway coupon notes,	6	Oct. 15, 1916,	12,500 00	437 50
			\$8,581,500 00	\$323,343 31
Less Lynn & Boston Railroad first mortgage gold bonds held in trust to redeem all other bonds,			1,495,000 00	-
Less coupon notes so held for fulfillment of contract with Continental Trust Company, April 15, 1897, for sale thereof,			310,000 00	-
Interest paid on bonds redeemed,			-	5,050 00
TOTALS,			\$6,726,500 00	\$328,393 31

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	38,751,814
Number carried per mile of main railway track operated,	159,385
Number of round trips run,	669,909
Number of car miles run,	7,508,179
Average number of persons employed,	1,312

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passen- ger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with Stoves.	Number of Motors.
Box passenger cars,	279	29	308	279	166	76	-
Open passenger cars,	382	67	449	382	-	-	-
TOTAL,	661	96	757	661	166	76	1,074
Box freight cars,	1	-	-	1	-	-	-
Platform freight cars,	5	3	-	5	-	-	-
Work cars,	-	4	-	-	-	-	-
TOTAL,	6	7	-	6	-	-	-
Snow ploughs,	63	33	-	-	-	-	-

MISCELLANEOUS EQUIPMENT.

Barges and omnibuses,	2
Carts and snow sleds,	36
Other highway vehicles: 17 levellers, 1 sweeper, 5 buggies, 5 walkaways, 3 sleighs, 15 pungs, 5 tower wagons, 1 emergency wagon, 4 caravans, 25 express wagons,	81
Horses,	40
Harnesses (double, 35; single, 34),	69

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	185.027	26.288	3.524	214.839
Length of second main track,	23.558	2.872	1.864	28.294
TOTAL LENGTH OF MAIN TRACK,	208.585	29.160	5.388	243.133
Length of sidings, switches, etc.,	10.060	2.219	-	12.279
TOTAL, COMPUTED AS SINGLE TRACK,	218.645	31.379	5.388	255.412

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

	Owued.	Operated.
	Miles.	Miles.
Length of railway line, . . . . .	.909	2.655
Length of second main track,	-	.683
TOTAL LENGTH OF MAIN TRACK, . . . . .	.909	3.338

System of electric motive power in use by the company: General Electric, Walker and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Arlington, Beverly, Billerica, Boston, Chelsea, Danvers, Essex, Everett, Gloucester, Hamilton, Ipswich, Lynn, Lynnfield, Malden, Marblehead, Melrose, Peabody, Reading, Revere, Rockport, Salem, Saugus, Stoneham, Swampscott, Wakefield, Wenham, Wilmington, Winchester and Woburn.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (47 in number), viz :		
With Union Freight Railroad, Causeway Street, Boston,	2	2
With Fitchburg Railroad, Warren Avenue and Water Street, Boston,	2	2
With Boston & Maine Railroad, Everett Avenue, Chelsea,	4	2
With Boston & Albany Railroad, Everett Avenue, Chelsea,		
With Boston, Revere Beach & Lynn Railroad, Winthrop Avenue, Revere,	2	1
With Boston & Maine Railroad as follows :		
On Winthrop Avenue, Revere,	3	1
On Lynn Street, Revere,	2	1
On Ferry Street, Malden,	2	2
On Beach Street, Malden,	2	1
On Franklin Street, Melrose,	2	1
On Montvale Avenue, Stoneham,	1	1
On Winter Street, Saugus,	2	1
On Boston Street, Lynn,	2	1
On Summer Street, Lynn (2 crossings),	4	2
On Western Avenue, Lynn,	3	2
On Commercial Street, Lynn,	3	1
On Blossom Street, Lynn,	2	1
On Market Street, Lynn,	2	2
On Central Square, Lynn,	2	4
On Chatham Street, Lynn,	2	1
On Humphrey Street, Swampscott,	1	1
On Pleasant Street, Marblehead,	1	1
On Salem Road, Marblehead,	1	1
On Loring Avenue, Salem,	1	1
On Webb Street, Salem,	3	1
On Derby Street, Salem,	3	1
On North Street, Salem,	2	2
On Rantoul Street, Beverly,	2	1
On Cabot Street, Beverly,	2	1
On Water Street, Danvers,	1	1
On Maple Street, Danvers,	1	1
On Elm Street, Danvers,	2	1
On Holten Street, Danvers,	1	1
On Central Street, Peabody (2 crossings),	3	3
On Lowell Street, Peabody,	1	1
On Willow Street, Hamilton,	1	1
At Farm Hill Station, Stoneham,	1	1
At Reading Station, Reading,	2	1
On Albion Street, Wakefield,	2	1
On Water Street, Wakefield,	2	1
On Main Street, Wakefield,	2	1
On Winchester Square, Winchester,	4	1
On Washington Street, Gloucester,	1	1
On Essex Street, Hamilton,	1	1
On Essex Street, Beverly,	2	1
With Rockport Granite Company, Rockport,	1	1
With Cape Ann Granite Railroad, Rockport,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	90	59

Number of above crossings at which *frogs* are inserted in the tracks, . 47

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	42	4	1	4	43
Employees,	-	-	2	1	2	1
Other persons,	-	-	9	9	9	9
TOTALS,	-	42	15	11	15	53

STATEMENT OF EACH ACCIDENT.

Oct. 2, 1899. — Man fainted and fell from car; fatally injured.

October 3. — Broken axle pushed up floor of car; injured woman.

October 8. — Man fell from moving car; died from injuries.

October 13. — In rear-end collision three women and one man somewhat injured.

November 1. — Intoxicated man, lying on track, had leg cut off by moving car.

November 22. — Intoxicated man fell in front of moving car; had leg cut off.

Jan. 8, 1900. — In a collision of car and team, driver thrown out; collar bone broken.

January 31. — Man jumped from moving car; foot went under the wheels and was crushed.

February 7. — Boy ran in front of moving car; was struck by same and died from injuries.

April 4. — Woman seriously burned by the burning out of fuse.

April 15. — Boy playing in street ran in front of moving car; was struck by same and died from injuries.

April 20. — Young deaf and dumb girl ran in front of moving car; was struck by same and died from injuries.

May 13. — Rear-end collision, Scollay Square; one woman and one man injured.

May 15. — Head-on collision of cars; one woman jumped and was badly shaken up.

May 30. — Rear-end collision; two women and two men injured.

June 10. — Rear-end collision; six men and one woman injured.

June 12. — Old woman, after repeated warnings, stepped in front of moving car; was struck by same and died from injuries.

June 19. — Car was reversed on Warren Bridge, Charlestown, and struck Boston Elevated car; one woman and four men slightly injured.

June 21. — Boy suddenly ran from behind carriage in front of moving car; was struck by same and died from injuries.

July 8. — Rear-end collision; two men injured.

July 12. — In a collision between wagon and car, wagon was overturned and two occupants of same slightly injured.

July 12. — Collision between team and car; two occupants of team slightly injured.

July 21. — Lineman fell from pole; died from injuries.

July 24. — In a rear-end collision of cars, motorman of the rear car was fatally hurt.

August 2. — Controller flashed, and two women jumped from the car, which was in motion; slightly injured.

August 2. — Intoxicated man, lying beside track, had arm cut off by moving car.

August 16. — In a collision between car and team, one passenger slightly injured.

August 17. — In a collision with a car of the Boston Elevated Company, two women were injured.

August 18. — A four and one-half year old boy ran in front of moving car; was struck by same and fatally injured.

August 26. — Moving car struck man standing on track at night in a dark place; man instantly killed.

August 31. — Rear-end collision; one woman and one man injured.

September 1. — Employee had shoulder dislocated while boarding moving car.

September 4. — Wheel of team struck flange of track; driver of team thrown out and badly injured.

September 7. — Car left rails; two women and one man thrown out; slightly injured.

September 11. — Car left rails; one woman seriously injured.

September 11. — Car left rails; one man and one woman injured.

September 12. — Intoxicated man fell in front of moving car and was killed.

September 16. — Car left rails; two women injured.

September 25. — Woman jumped from rapidly moving car and died from injuries.

September 27. — Boy, stealing a ride on a team, jumped off in front of a moving car and was killed.

September 29. — Intoxicated man, asleep on track, was run over and killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LYNN & BOSTON RAILROAD COMPANY,

14 KILBY STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Patrick F. Sullivan, *President*, 14 Kilby Street, Boston, Mass. Elwin C. Foster, *Vice-President and General Manager*, 14 Kilby Street, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, 14 Kilby Street, Boston, Mass. Charles Williams, *Clerk of Corporation*, 333 Union Street, Lynn, Mass. Proctor & Warren, *General Counsel*, 31 State Street, Boston, Mass. D. Dana Bartlett, *General Auditor*, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John S. Bartlett, Lynn, Mass. John H. Cunningham, Chelsea, Mass. Elwin C. Foster, Lynn, Mass. Joseph H. Goodspeed, Boston, Mass. Henry P. Moulton, Salem, Mass. Charles H. Newhall, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Bentley W. Warren, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
ELWIN C. FOSTER,
J. H. CUNNINGHAM,
CHARLES H. NEWHALL,
HENRY P. MOULTON,
J. S. BARTLETT,
J. H. GOODSPEED,

Directors.

J. H. GOODSPEED,

Treasurer.

ELWIN C. FOSTER,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Oct. 29, 1900. Then personally appeared the above-named P. F. Sullivan, Elwin C. Foster, J. H. Cunningham, Charles H. Newhall, Henry P. Moulton, J. S. Bartlett and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$54,041 41
Operating expenses,	38,211 57
GROSS INCOME ABOVE OPERATING EXPENSES,	\$15,829 84
Charges upon income accrued during the year :	
Interest on funded debt,	\$3,780 00
Interest and discount on unfunded debts and loans,	2,671 58
Taxes, State and local,	\$1,989 84
Taxes, commutation,	905 02
	2,894 86
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . .	9,346 44
Surplus for the year ending September 30, 1900,	\$6,483 40
Amount of surplus September 30, 1899,	205 72
	\$6,689 12
Debits to profit and loss account during the year :	
1899 taxes paid after close of books September 30, 1899,	\$1,166 26
First mortgage bonds of the company purchased and deposited in sinking fund,	4,000 00
TOTAL DEBITS,	5,166 26
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$1,522 86
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$38,390 75
Receipts from tolls for use of tracks by other companies, . .	209 19
Receipts from advertising in cars,	137 94
Other earnings from operation: amount received from Framingham, Southborough & Marlborough Street Railway Company for operation of road by agreement,	15,303 53
GROSS EARNINGS FROM OPERATION,	\$54,041 41

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$2,369 03
Insurance,	246 32
Other general expenses: telephones, stationery, printing tickets, etc.,	1,843 33
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,795 85
Repair of electric line construction,	474 59
Removal of snow and ice,	358 97
Repair of buildings,	201 82
Maintenance of equipment:	
Repair of cars and other vehicles,	2,647 39
Repair of electric equipment of cars,	1,664 66
Transportation expenses:	
Cost of electric motive power, \$7,362.74; less power sold, \$19.20; net,	7,343 54
Wages and compensation of persons employed in conducting transportation,	13,797 77
Damages for injuries to persons and property,	99 75
Other transportation expenses:	
Oil, grease, waste, etc.,	81 72
Transfers,	5,286 83
TOTAL OPERATING EXPENSES,	\$38,211 57

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (reconstruction, replacing light rails with 90-pound girder rails on Main and Maple streets),	\$4,545 45
Other additions to railway:	
Legal and engineering expense,	546 90
Additional tools,	30 00
TOTAL ADDITIONS TO RAILWAY,	\$5,122 35
Additions to land and buildings: additional equipment of power stations,	5 05
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$5,127 40
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of feeder wire,	
	1,250 28
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$3,877 12

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks,	\$104,034 58
Electric line construction, including poles, wiring, feeder lines, etc.,	19,781 10
Engineering and other expenses incident to construction,	2,202 94
Other items of railway cost: office furniture, tools, etc.,	855 10
TOTAL COST OF RAILWAY OWNED,	\$126,873 72

Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$32,618 86	
Other items of equipment,	1,071 53	
TOTAL COST OF EQUIPMENT OWNED,		\$33,690 39
Cost of land and buildings:		
Land necessary for operation of railway, . .	\$7,727 59	
Electric power stations, including equipment, .	31,176 87	
Other buildings necessary for operation of railway,	6,731 17	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		45,635 63
TOTAL PERMANENT INVESTMENTS,		\$206,199 74
Cash and current assets:		
Cash,	\$4,877 90	
Sinking and other special funds,	4,000 00	
Other cash and current assets:		
Prepaid insurance,	840 84	
Prepaid interest,	967 95	
TOTAL CASH AND CURRENT ASSETS,		10,686 69
Miscellaneous assets:		
Materials and supplies,	\$4,031 89	
Other assets and property: collateral bonds, .	13,000 00	
TOTAL MISCELLANEOUS ASSETS,		17,031 89
TOTAL,		\$233,918 32
LIABILITIES.		Cr.
Capital stock,		\$80,000 00
Funded debt,		80,000 00
Current liabilities:		
Loans and notes payable,	\$54,936 66	
Audited vouchers and accounts,	11,036 28	
TOTAL CURRENT LIABILITIES,		65,972 94
Accrued liabilities:		
Interest accrued and not yet due,	\$1,017 50	
Taxes accrued and not yet due,	905 02	
TOTAL ACCRUED LIABILITIES,		1,922 52
Sinking and other special funds:		
Improvement fund,	\$500 00	
Sinking fund,	4,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . .		4,500 00
Profit and Loss balance (surplus),		1,522 86
TOTAL,		\$233,918 32
CAPITAL STOCK.		
Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company, .	80,000 00	
Capital stock issued and outstanding,		\$80,000 00
Number of shares issued and outstanding, . .	800	
Number of stockholders,	14	
Number of stockholders in Massachusetts, . .	14	
Amount of stock held in Massachusetts, . . .	\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 6	July 2, 1914, .	\$80,000 00	\$3,780 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of renewal and improvement fund,	\$500 00
Additions during the year to sinking fund,	4,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$4,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	766,836
Number carried per mile of main railway track operated, .	102,752
Number of round trips run,	23,963
Number of car miles run,	174,993
Average number of persons employed,	40

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	6	6	6	12
Open passenger cars,	9	9	-	13
TOTAL,	15	15	6	25
Work cars,	1	-	-	-
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other highway vehicles:	
Snow scraper,	1
Tower wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Operated under Contract.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	7.541	7.463	15.004
Length of sidings, switches, etc., . . . . .	.572	.141	.713
TOTAL, COMPUTED AS SINGLE TRACK,	8.113	7.604	15.717

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.137 miles.
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System of electric motive power in use by the company: single trolley; Edison.

Names of the several cities and towns in which the railways operated by the company are located: Marlborough, Hudson, Southborough and Framingham.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	4	-	4

STATEMENT OF EACH ACCIDENT.

July 4, 1900. — Car collided with milk wagon; man and boy thrown out and somewhat shaken up.

July 13. — Lady stepped back from car, spraining ankle.

July 13. — Man fell from moving car and was slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARLBOROUGH STREET RAILWAY COMPANY,

MARLBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. H. E. Bradford, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James F. Shaw, Brookline, Mass. Edward P. Shaw, Brookline, Mass.
Edward P. Shaw, Jr., Brookline, Mass. Thomas T. Robinson, Dedham,
Mass. S. H. Howe, Marlborough, Mass. William S. Reed, Leominster,
Mass. George A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES F. SHAW,
E. P. SHAW, JR.,
EDWARD P. SHAW,
GEO. A. BUTMAN,

Directors.

GEO. A. BUTMAN,

Treasurer.

H. E. BRADFORD,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 13, 1900. Then personally appeared the above-named Jas. F. Shaw, E. P. Shaw, Jr., Edw. P. Shaw, Geo. A. Butman and H. E. Bradford, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,

Justice of the Peace.

REPORT

OF THE

MARLBOROUGH & WESTBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.			
ASSETS.			Dr.
Cost of railway :			
Roadbed and tracks,	\$60,960	59	
Electric line construction, including poles, wiring, feeder lines, etc.,	12,500	00	
Engineering and other expenses incident to construction,	529	75	
<hr/>			
TOTAL COST OF RAILWAY OWNED,			\$73,990 34
Cash and current assets: cash,			2,109 66
<hr/>			
TOTAL,			\$76,100 00
<hr/>			
LIABILITIES.			Cr.
Capital stock (amount paid in),			\$46,100 00
Current liabilities: loans and notes payable,			30,000 00
<hr/>			
TOTAL,			\$76,100 00
<hr/>			
CAPITAL STOCK.			
Capital stock authorized by law,	\$90,000	00	
Capital stock authorized by votes of company,	90,000	00	
Amount paid in on 900 shares not yet issued,			\$46,100 00
Number of stockholders,		17	
Number of stockholders in Massachusetts,		17	
Amount of stock held in Massachusetts,	\$46,100	00	

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARLBOROUGH & WESTBOROUGH STREET RAILWAY COMPANY,
WESTBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William N. Davenport, *President*, Marlborough, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. Walter R. Dame, *Treasurer and General Counsel*, Clinton, Mass. Arthur M. Bridgman, *Clerk of Corporation*, Stoughton, Mass. Harry C. Garfield, *Acting Superintendent*, Westborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William N. Davenport, Marlborough, Mass. Edward F. Blodgett, Leominster, Mass. Marcus A. Coolidge, Fitchburg, Mass. Arthur M. Bridgman, Stoughton, Mass. Charles S. Henry, Westborough, Mass. Edwin B. Harvey, Westborough, Mass. George W. Mantle, Westborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM N. DAVENPORT,
ARTHUR M. BRIDGMAN,
EDWIN B. HARVEY,
EDWARD F. BLODGETT,
MARCUS A. COOLIDGE,
Directors.
WALTER R. DAME,
Treasurer.
HARRY C. GARFIELD,
Acting Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 1, 1900. Then personally appeared the above-named William N. Davenport, Arthur M. Bridgman, Edwin B. Harvey, Edward F. Blodgett, Marcus A. Coolidge, Walter R. Dame, and Harry C. Garfield, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS S. DAVIS,
Justice of the Peace.

REPORT

OF THE

MARTHA'S VINEYARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,514 08
Operating expenses,	880 20
GROSS INCOME ABOVE OPERATING EXPENSES,	\$633 88
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$225 00
Taxes, State and local,	88 02
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	313 02
Surplus for the year ending September 30, 1900,	\$320 86
Amount of surplus September 30, 1899,	609 17
Credits to profit and loss account during the year: discount in adjusting bills payable,	239 67
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$1,169 70
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,504 84
Receipts from interest on deposits,	9 24
GROSS EARNINGS FROM OPERATION,	\$1,514 08
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$50 00
General office expenses and supplies,	44 87
Legal expenses,	55 00
Maintenance of equipment: repair of cars and other vehicles,	9 73
Transportation expenses:	
Cost of electric motive power,	385 08
Wages and compensation of persons employed in conducting transportation,	335 52
TOTAL OPERATING EXPENSES,	\$880 20

PROPERTY ACCOUNTS.

Additions to railway:

New electric line construction,	\$30 80
Other additions to railway: turn-out extended,	63 50

TOTAL ADDITIONS TO RAILWAY,	\$94 30
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GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

DR.

Cost of railway:

Roadbed and tracks,	\$4,636 48
Electric line construction, including poles, wiring, feeder lines, etc.,	882 94
Engineering and other expenses incident to construction,	798 64

TOTAL COST OF RAILWAY OWNED,	\$6,318 06
--	------------

Cost of equipment:

Cars and other rolling stock and vehicles,	\$800 00
Electric equipment of same,	566 45

TOTAL COST OF EQUIPMENT OWNED,	1,366 45
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Cost of land and buildings: land necessary for operation of railway,	5,000 00
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TOTAL PERMANENT INVESTMENTS,	\$12,684 51
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Cash and current assets: cash,	917 54
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TOTAL,	\$13,602 05
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LIABILITIES.

CR.

Capital stock, amount paid in,	\$6,742 50
--	------------

Current liabilities:

Loans and notes payable,	\$5,000 00
Audited vouchers and accounts,	652 35

TOTAL CURRENT LIABILITIES,	5,652 35
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Accrued liabilities: interest accrued and not yet due,	37 50
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Profit and Loss balance (surplus),	1,169 70
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TOTAL,	\$13,602 05
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CAPITAL STOCK.

Capital stock authorized by law,	\$150,000 00
Capital stock authorized by votes of company,	12,000 00
Amount paid in on 120 shares not yet issued,	\$6,742 50

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	30,609
Number carried per mile of main railway track operated,	27,818
Number of round trips run,	2,788
Number of car miles run,	6,134
Average number of persons employed,	4

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Number of Motors.
Box passenger cars,	2	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	1.100 miles.
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System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Tisbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD STREET RAILWAY COMPANY,
145 HANCOCK STREET, QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Thomas H. McDonnell, *President*, Quincy, Mass. Clarence Burgin, *Treasurer and Clerk of Corporation*, Quincy, Mass. John A. Duggan, *General Manager*, Atlantic, Mass. John A. Duggan, *Superintendent*, 60 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas H. McDonnell, Quincy, Mass. John R. Graham, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. John F. Merrill, Quincy, Mass. John A. Duggan, Quincy, Mass. Clarence Burgin, Quincy, Mass. M. H. Curley, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOS. H. McDONNELL,
JOHN A. DUGGAN,
JOHN F. MERRILL,
CLARENCE BURGIN,
JOHN R. GRAHAM,
FRED'K H. SMITH,

Directors.

CLARENCE BURGIN,
JOHN A. DUGGAN,
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. NOV. 15, 1900. Then personally appeared the above-named Thomas H. McDonnell, John A. Duggan, John F. Merrill, Clarence Burgin, John R. Graham and Fred H. Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. JOHNSON,

Justice of the Peace.

REPORT

OF THE

MEDFIELD & MEDWAY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation February 26, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$13,524 15
Operating expenses,	8,833 29
GROSS INCOME ABOVE OPERATING EXPENSES,	\$4,690 86
Charges upon income accrued during the year: interest on funded debt,	833 33
Surplus for the year ending September 30, 1900,	\$3,857 53
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$3,857 53
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$13,524 15
GROSS EARNINGS FROM OPERATION,	\$13,524 15
EXPENSES OF OPERATION.	
General expenses: general office expenses and supplies,	\$165 18
Maintenance of roadway and buildings:	
Repair of roadbed and track,	139 13
Repair of electric line construction,	14 77
Maintenance of equipment: repair of cars and other vehicles,	218 50
Transportation expenses:	
Cost of electric motive power,	4,450 24
Wages and compensation of persons employed in conduct- ing transportation,	3,683 12
Damages for injuries to persons and property,	83 65
Other transportation expenses,	78 70
TOTAL OPERATING EXPENSES,	\$8,833 29
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$149,969 35
Electric line construction, including poles, wiring, feeder lines, etc.,	47,510 51

Cost of railway — <i>Concluded.</i>		
Interest accrued during construction of railway,	\$1,286 20	
Engineering and other expenses incident to construction,	9,917 66	
TOTAL COST OF RAILWAY OWNED,		\$208,683 72
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$9,813 09	
Electric equipment of same,	5,760 00	
TOTAL COST OF EQUIPMENT OWNED,		15,573 09
Cost of land and buildings: land necessary for operation of railway,		1,292 39
TOTAL PERMANENT INVESTMENTS,		\$225,549 20
Cash and current assets: cash,		7,543 80
TOTAL,		\$233,093 00
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Funded debt,		100,000 00
Current liabilities:		
Loans and notes payable,	\$26,000 00	
Audited vouchers and accounts,	1,985 47	
TOTAL CURRENT LIABILITIES,		27,985 47
Accrued liabilities: interest accrued and not yet due,		1,250 00
Profit and Loss balance (surplus),		3,857 53
TOTAL,		\$233,093 00

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$100,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	July 1, 1920, .	\$100,000 00	-

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	257,866
Number carried per mile of main railway track operated,	23,423
Number of round trips run,	7,672
Number of car miles run,	108,141
Average number of persons employed,	18
Company commenced operation February 26, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	7	3	3	-
Open passenger cars,	3	3	-	-
TOTAL,	10	6	3	10
Snow ploughs,	1	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.009 miles.
Length of sidings, switches, etc., . . . . .	.241 "
Total, computed as single track,	11.250 "

System of electric motive power in use by the company: direct current.

Names of the several cities and towns in which the railways operated by the company are located: Medfield, Millis, Medway and Franklin.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad,	2	1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MEDFIELD & MEDWAY STREET RAILWAY COMPANY,
WESTWOOD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Merrill, *President*, Quincy, Mass. Frederick S. Gore, *Treasurer*, 54 Kilby Street, Boston, Mass. James A. Fitton, *Clerk of Corporation*, Dorchester, Mass. Ezra E. Savage, *Superintendent*, Westwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph J. Feeley, Walpole, Mass. James A. Fitton, Dorchester, Mass. Frederick S. Gore, 54 Kilby Street, Boston, Mass. Geo. W. W. Whitney, Dorchester, Mass. Rufus G. Fairbanks, West Medway, Mass. Henry J. Dunn, Medfield, Mass. John F. Merrill, Quincy, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,
FRED. S. GORE,
JAMES A. FITTON,
GEO. W. W. WHITNEY,
Directors.
FRED. S. GORE, *Treasurer.*
EZRA E. SAVAGE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 19, 1900. Then personally appeared the above-named John F. Merrill, Fred. S. Gore, James A. Fitton, George W. W. Whitney and Ezra E. Savage, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT F. HAYDEN,
Justice of the Peace.

REPORT

OF THE

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$42,131 30
Operating expenses,	22,113 19
GROSS INCOME ABOVE OPERATING EXPENSES,	\$20,018 11
Charges upon income accrued during the year:	
Interest on funded debt,	\$4,652 78
Taxes, State and local,	3,214 56
Other deductions from income: expenses at park,	1,606 61
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	9,473 95
Surplus for the year ending September 30, 1900,	\$10,544 16
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$10,544 16
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$41,819 12
Receipts from rentals of buildings and other property,	119 65
Receipts from advertising in cars,	145 00
Receipts from interest on deposits,	47 53
GROSS EARNINGS FROM OPERATION,	\$42,131 30
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$312 00
Insurance,	690 85
Other general expenses,	1,168 41
Maintenance of roadway and buildings: repair of roadbed and track,	922 38
Maintenance of equipment:	
Repair of cars and other vehicles,	914 70
Repair of electric equipment of cars,	86 75

Transportation expenses:	
Cost of electric motive power,	\$6,385 45
Wages and compensation of persons employed in conducting transportation,	11,597 65
Damages for injuries to persons and property,	35 00
TOTAL OPERATING EXPENSES,	\$22,113 19

PROPERTY ACCOUNTS.

Additions to railway:	
TOTAL ADDITIONS TO RAILWAY,	\$158,615 14
Additions to equipment:	
TOTAL ADDITIONS TO EQUIPMENT,	14,880 46
Additions to land and buildings:	
TOTAL ADDITIONS TO LAND AND BUILDINGS,	63,637 28
Additions to other permanent property:	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	17,813 85
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$254,946 73

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$243,955 82	
Electric line construction, including poles, wiring, feeder lines, etc.,	85,426 46	
Interest accrued during construction of railway,	9,142 42	
Engineering and other expenses incident to construction,	10,208 60	
TOTAL COST OF RAILWAY OWNED,		\$348,733 30
Cost of equipment:		
Cars and other rolling stock and vehicles and equipment,		56,510 46
Cost of land and buildings:		
Land necessary for operation of railway,	\$26,405 02	
Electric power stations, including equipment and car barn,	75,982 26	
TOTAL COST OF LAND AND BUILDINGS OWNED,		102,387 28
Other permanent property: tenements and buildings at Hoag Lake,		17,813 85
TOTAL PERMANENT INVESTMENTS,		\$525,444 89
Cash and current assets:		
Cash,	\$13,066 00	
Bills and accounts receivable,	620 30	
Other cash and current assets: prepaid insurance,	195 47	
TOTAL CASH AND CURRENT ASSETS,		13,881 77
TOTAL,		\$539,326 66

LIABILITIES.				Cr.	
Capital stock,					\$200,000 00
Funded debt,					200,000 00
Current liabilities:					
Loans and notes payable,			\$99,875	75	
Audited vouchers and accounts,			25,692	19	
TOTAL CURRENT LIABILITIES,					125,567 94
Accrued liabilities: taxes accrued and not yet due,					3,214 56
Profit and Loss balance (surplus),					10,544 16
TOTAL,					\$539,326 66
CAPITAL STOCK.					
Capital stock authorized by law,			\$200,000	00	
Capital stock authorized by votes of company,			200,000	00	
Capital stock issued and outstanding,					\$200,000 00
Number of shares issued and outstanding,			2,000		
Number of stockholders,			50		
Number of stockholders in Massachusetts,			50		
Amount of stock held in Massachusetts,			\$200,000	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Oct. 1, 1919, .	\$200,000 00	\$4,652 78

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	836,382
Number carried per mile of main railway track operated,	27,879
Number of round trips run,	11,980
Number of car miles run,	151,000
Average number of persons employed,	30
Commenced operation October 1, 1899.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	8	-	-	-
Open passenger cars,	12	-	-	-
TOTAL,	20	6	8	60
Snow ploughs,	1	-	-	-

MISCELLANEOUS EQUIPMENT.

Other railway rolling stock: tower wagon,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	30.000 miles.
Length of sidings, switches, etc., . . . . .	.520 "
Total, computed as single track,	30.520 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	5.725 miles.
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System of electric motive power in use by the company: Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Franklin, Wrentham, Bellingham, Mendon, Milford and Hopedale.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Grafton & Upton Railroad, at South Main Street, Milford, .	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	-	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	3	-	1	-	4

STATEMENT OF EACH ACCIDENT.

June 27, 1900. — Car struck by lightning; three people injured by jumping.

July 3. — Car struck by buggy; man slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET RAILWAY
COMPANY,

FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Geo. W. Wiggin, *President and General Counsel*, Franklin, Mass. Edgar
K. Ray, *Treasurer*, Franklin, Mass. Wm. H. Tyler, *Clerk of Corporation*,
Worcester, Mass. Herbert M. Young, *Superintendent*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Geo. W. Wiggin, Franklin, Mass. Jas. F.
Ray, Franklin, Mass. Wm. S. Reed, Leominster, Mass. Wm. H. Tyler,
Worcester, Mass. Chas. H. Shippee, Milford, Mass. Adelbert D. Thayer,
Franklin, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

EDGAR K. RAY,
GEO. W. WIGGIN,
JAMES F. RAY,
ADELBERT D. THAYER,
Directors.
EDGAR K. RAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, Nov. 6, 1900. Then personally appeared the
above-named Edgar K. Ray, George W. Wiggin, James F. Ray and Adelbert
D. Thayer, and severally made oath that the foregoing certificate by them
subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,
Justice of the Peace.

REPORT

OF THE

MILFORD, HOLLISTON & FRAMINGHAM STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$121,708 59
Operating expenses,	80,998 29
GROSS INCOME ABOVE OPERATING EXPENSES,	\$40,710 30
Charges upon income accrued during the year:	
Interest on funded debt,	\$8,250 00
Interest and discount on unfunded debts and loans,	2,349 76
Taxes, State and local,	\$4,421 88
Taxes, commutation,	2,429 17
	6,851 05
Other deductions from income: amusement,	3,392 54
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	20,843 35
NET DIVISIBLE INCOME,	\$19,866 95
Dividends declared:	
6 per cent on \$210,000,	\$12,600 00
2 per cent on \$252,000,	5,040 00
TOTAL DIVIDENDS DECLARED,	17,640 00
Surplus for the year ending September 30, 1900,	\$2,226 95
Amount of surplus September 30, 1899,	22,941 53
Credits to profit and loss account during the year: premium of \$15 per share on sale of 420 shares new stock,	\$6,300 00
Debits to profit and loss account during the year: 1899 excise tax paid after close of books, September 30, 1899,	1,798 29
NET AMOUNT CREDITED TO PROFIT AND LOSS,	4,501 71
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$29,670 19
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$121,458 63
Receipts from advertising in cars,	249 96
GROSS EARNINGS FROM OPERATION,	\$121,708 59

EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$3,361 40
General office expenses and supplies,	384 35
Legal expenses,	1,056 97
Insurance,	972 00
Other general expenses : printing, tickets, telephones, revenue stamps, stationery, etc.,	1,931 62
Maintenance of roadway and buildings :	
Repair of roadbed and track,	14,081 00
Repair of electric line construction,	1,425 31
Removal of snow and ice,	402 90
Repair of buildings,	161 38
Maintenance of equipment :	
Repair of cars and other vehicles,	5,144 76
Repair of electric equipment of cars,	4,644 83
Transportation expenses :	
Cost of electric motive power, \$21,213.46; less power sold, \$6,070.18; net,	15,143 28
Wages and compensation of persons employed in conducting transportation,	27,889 81
Damages for injuries to persons and property,	3,764 15
Tolls for trackage over other railways,	18 53
Other transportation expenses : oil, grease, cotton waste, etc.,	616 00
TOTAL OPERATING EXPENSES,	\$80,998 29

PROPERTY ACCOUNTS.	
Additions to railway : extension of tracks (extra guard rail on trestle, special work for new car barn, new turn-outs, etc.),	\$1,675 77
Additions to equipment :	
Additional cars (5 in number),	\$9,916 03
Electric equipment of same,	7,342 60
Other additions to equipment : car registers, fenders, heaters, new office furniture, etc.,	1,910 84
TOTAL ADDITIONS TO EQUIPMENT,	19,169 47
Additions to land and buildings :	
Additional land necessary for operation of railway,	\$600 00
Additional equipment of power stations,	8,518 95
New buildings necessary for operation of railway,	7,023 01
TOTAL ADDITIONS TO LAND AND BUILDINGS,	16,141 96
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$36,987 20

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$198,214 27
Electric line construction, including poles, wiring, feeder lines, etc.,	67,283 00
Engineering and other expenses incident to construction,	5,902 27
TOTAL COST OF RAILWAY OWNED,	\$271,399 54

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$36,872 54	
Electric equipment of same,	31,705 60	
Other items of equipment: snow ploughs, heaters, registers, fenders, tools, office furniture,	12,640 47	
TOTAL COST OF EQUIPMENT OWNED,		\$81,218 61
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,769 47	
Electric power stations, including equipment, Other buildings necessary for operation of railway,	93,028 37 22,731 20	
TOTAL COST OF LAND AND BUILDINGS OWNED,		117,529 04
TOTAL PERMANENT INVESTMENTS,		\$470,147 19
Cash and current assets:		
Cash,	\$3,163 68	
Bills and accounts receivable,	2,225 58	
Other cash and current assets:		
Prepaid insurance,	852 57	
Prepaid interest,	126 45	
TOTAL CASH AND CURRENT ASSETS,		6,368 28
Miscellaneous assets: materials and supplies,		3,136 65
TOTAL,		\$479,652 12
LIABILITIES.		Cr.
Capital stock,		\$252,000 00
Funded debt,		165,000 00
Current liabilities:		
Loans and notes payable,	\$15,000 00	
Audited vouchers and accounts,	15,919 43	
TOTAL CURRENT LIABILITIES,		30,919 43
Accrued liabilities: interest accrued and not yet due,		2,062 50
Profit and Loss balance (surplus),		29,670 19
TOTAL,		\$479,652 12
CAPITAL STOCK.		
Capital stock authorized by law,	\$253,500 00	
Capital stock authorized by votes of company,	253,500 00	
Capital stock issued and outstanding,		\$252,000 00
Number of shares issued and outstanding,	2,520	
Number of stockholders,	71	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	\$34,900 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Jan. 1, 1918,	\$165,000 00	\$8,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,515,022
Number carried per mile of main railway track operated,	118,739
Number of round trips run,	27,125
Number of car miles run,	531,583
Average number of persons employed,	54

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	16	16	16	32
Open passenger cars,	15	15	-	30
TOTAL,	31	31	16	62

MISCELLANEOUS EQUIPMENT.

Work cars (horse),	1
Snow ploughs (electric, 3; horse, 3),	6
Other highway vehicles: express wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 21.156	Miles. .025	Miles. 21.181
Length of sidings, switches, etc., . . . . .	.498	-	.498
TOTAL, COMPUTED AS SINGLE TRACK,	21.654	.025	21.679

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,976 miles.
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System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Milford, Hopedale, Holliston, Ashland, Framingham, Medway and Bellingham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, Milford, . . .	1	1
With Boston & Albany Railroad, Hollis Street, South Framingham,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	8	-	4	-	12
Employees,	-	2	-	-	-	2
Other persons,	-	4	2	8	2	12
TOTALS,	-	14	2	12	2	26

STATEMENT OF EACH ACCIDENT.

Oct. 1, 1899. — Car struck carriage, damaging same and shaking up four occupants of the carriage.

Jan. 17, 1900. — Wagon coming out of a side street struck by car; driver somewhat shaken up and wagon damaged.

January 19. — Car jumped track on a slight curve near Holliston; three passengers slightly shaken up.

January 30. — Car left track on a slight curve near Milford; one lady passenger was thrown from seat and slightly injured.

February 18. — Wagon struck by car and two occupants slightly shaken up.

March 3. — Register fell from top of car, injuring passenger's knee slightly.

March 7. — Woman left her seat in car and went to platform, and claims was thrown by movement of car; scalp wounds and internal injuries.

March 21. — Car slipped backwards on a hill, slightly bruising a man's shoulder as he was about to board car.

March 26. — Buggy struck by car, and two lady occupants thrown out and somewhat shaken up.

May 12. — Car left track on a switch, and one lady passenger thrown from seat, injuring knee.

May 19. — Man, lying on track near Milford, intoxicated, struck by car; skull crushed; killed.

June 1. — Woman thrown from running-board and severely shaken up.

June 4. — Horse frightened by car, and two lady occupants thrown from carriage; one lady slightly injured about the head.

June 27. — Horse frightened by car, throwing two lady occupants from carriage; one rendered unconscious.

July 8. — Three-year-old boy ran in front of car; leg crushed; died from result of injury.

July 19. — Woman thrown from running-board, in Braggville, dislocating shoulder.

July 26. — Man, lying in gutter with one leg on track, was run over by car; ankle crushed.

September 10. — Passenger, lighting pipe on running-board, was thrown by starting of car.

September 25. — Two cars collided; two employees somewhat injured; one passenger badly shaken up.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, HOLLISTON & FRAMINGHAM STREET RAILWAY
COMPANY,

MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John T. Manson, *President*, New Haven, Conn. John H. Cunningham, *Vice-President*, Chelsea, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Elbert W. Goss, *Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John T. Manson, New Haven, Conn. J. Willis Downs, New Haven, Conn. Winthrop G. Bushnell, New Haven, Conn. John H. Cunningham, Chelsea, Mass. Geo. A. Butman, Malden, Mass. Sydney Harwood, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. WILLIS DOWNS,
SYDNEY HARWOOD,
GEO. A. BUTMAN,
JOHN T. MANSON,

Directors.

GEO. A. BUTMAN,

Treasurer.

ELBERT W. GOSS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NOV. 6, 1900. Then personally appeared the above-named J. Willis Downs, Sydney Harwood, Geo. A. Butman and John T. Manson, directors, Geo. A. Butman, treasurer, and Elbert W. Goss, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. E. WALKER,

Justice of the Peace.

REPORT

OF THE

MT. TOM RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Holyoke.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,	\$6,000 00
Income from other sources: income on loan,	28 83
GROSS INCOME,	\$6,028 83
Dividends declared (6 per cent),	6,000 00
Surplus for the year ending September 30, 1900,	\$28 83
Amount of surplus September 30, 1899,	576 68
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$605 51

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

DR.

Cost of railway:	
TOTAL COST OF RAILWAY OWNED,	\$58,216 46
Cost of equipment:	
TOTAL COST OF EQUIPMENT OWNED,	4,900 00
Cost of land and buildings:	
TOTAL COST OF LAND AND BUILDINGS OWNED,	36,883 54
TOTAL PERMANENT INVESTMENTS,	\$100,000 00
Cash and current assets: cash,	605 51
TOTAL,	\$100,605 51

LIABILITIES.

CR.

Capital stock,	\$100,000 00
Profit and Loss balance (surplus),	605 51
TOTAL,	\$100,605 51

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	98	
Number of stockholders in Massachusetts,	90	
Amount of stock held in Massachusetts,	\$89,500 00	

RAILWAY OWNED.	
Length of railway line, . . . . .	.900 miles.
Length of sidings, switches, etc., . . . . .	.100 "
Total, computed as single track,	1.000 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.	
Length of railway line, . . . . .	.900 miles.

Names of the several cities and towns in which the railway owned by the company is located: Northampton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MT. TOM RAILROAD COMPANY,
HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President*, Holyoke, Mass. William R. Hill, *Treasurer and Clerk of Corporation*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. Henry O. Hastings, Holyoke, Mass. Frederick Harris, Springfield, Mass. L. Clark Seelye, Northampton, Mass. N. Saxton Cooley, Windsor Locks, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. S. LOOMIS,
FREDERICK HARRIS,
H. O. HASTINGS,
Directors.
WILLIAM R. HILL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. Nov. 2, 1900. Then personally appeared the above-named Wm. S. Loomis, Henry O. Hastings and Frederick Harris, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. HILL,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. Nov. 2, 1900. Then personally appeared the within-named William R. Hill, and made oath that the within certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

WM. S. LOOMIS,

Notary Public.

REPORT

OF THE

MYSTIC VALLEY STREET RAILWAY COMPANY

FOR THE PERIOD ENDING DECEMBER 31, 1899.

[Consolidated with the Wakefield & Stoneham December 31, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$7,908 94
Operating expenses,	5,790 84
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$2,118 10
Charges upon income accrued during the year:	
Interest on funded debt,	\$750 00
Taxes, State and local,	\$246 56
Taxes, commutation,	78 60
	325 16
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	1,075 16
Surplus December 31, 1899,	\$1,042 94
Amount of surplus September 30, 1899,	5,868 94
Credits to profit and loss account during the year: tax rebate, 1899,	159 74
TOTAL SURPLUS DECEMBER 31, 1899,	\$7,071 62
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$7,859 55
Receipts from tolls for use of tracks by other companies, . .	24 40
Receipts from advertising in cars,	24 99
GROSS EARNINGS FROM OPERATION,	\$7,908 94
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$220 95
General office expenses and supplies,	18 35
Legal expenses,	90 62
Insurance,	980 66
Other general expenses: miscellaneous general, \$31.10; internal revenue, \$1.23,	32 33

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$192 88
Repair of electric line construction,	203 35
Removal of snow and ice,	10 50
Repair of buildings,	8 50
Maintenance of equipment:	
Repair of cars and other vehicles,	92 24
Repair of electric equipment of cars,	38 87
Transportation expenses:	
Cost of electric motive power,	1,586 34
Wages and compensation of persons employed in conducting transportation,	2,207 74
Other transportation expenses: car service supplies, \$9.78; miscellaneous car service expenses, \$49.45; cleaning, oiling and sanding track, \$48.28,	107 51
TOTAL OPERATING EXPENSES,	\$5,790 84

PROPERTY ACCOUNTS.

Additions to railway:	
Macadamizing tracks,	\$1,006 20
Reconstruction,	2,380 30
TOTAL ADDITIONS TO RAILWAY,	\$3,386 50
Additions to equipment: rolling stock and vehicles, 1 plow,	750 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$4,136 50

GENERAL BALANCE SHEET DECEMBER 31, 1899.

ASSETS.

Dr.

Cost of railway:		
Roadbed and tracks,	\$110,606 97	
Electric line construction, including poles, wiring, feeder lines, etc.,	29,006 29	
Engineering and other expenses incident to construction,	3,031 12	
Other items of railway cost: reconstruction,	2,380 30	
TOTAL COST OF RAILWAY OWNED,		\$145,024 68
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$8,315 85	
Electric equipment of same,	7,808 05	
Other items of equipment, fenders, heaters, etc.,	3,272 41	
TOTAL COST OF EQUIPMENT OWNED,		19,396 31
Cost of land and buildings:		
Land necessary for operation of railway,	\$500 00	
Buildings necessary for operation of railway,	5,547 58	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,047 58
TOTAL PERMANENT INVESTMENTS,		\$170,468 57

Cash and current assets:		
Cash,	\$1,221 00	
Bills and accounts receivable,	468 98	
Other cash and current assets:		
Prepaid fire insurance, \$767.92; coupon de- posits, \$1,500,	2,267 92	
Deposit with town of Arlington,	1,000 00	
TOTAL CASH AND CURRENT ASSETS,		\$4,957 90
TOTAL,		\$175,426 47
LIABILITIES.		CR.
Capital stock,		\$90,000 00
Funded debt,		60,000 00
Current liabilities:		
Loans and notes payable,	\$12,500 00	
Audited vouchers and accounts,	4,276 25	
Matured interest coupons unpaid (including coupons due January 1),	1,500 00	
TOTAL CURRENT LIABILITIES,		18,276 25
Accrued liabilities: taxes accrued and not yet due,		78 60
Profit and Loss balance (surplus),		7,071 62
TOTAL,		\$175,426 47
CAPITAL STOCK.		
Capital stock authorized by law,	\$90,000 00	
Capital stock authorized by votes of company,	90,000 00	
Capital stock issued and outstanding,		\$90,000 00
Number of shares issued and outstanding,	900	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$90,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1919, .	\$60,000 00	\$750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	157,437
Number carried per mile of main railway track operated,	24,923
Number of round trips run,	4,234
Number of car miles run,	39,721
Average number of persons employed,	21

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	3	3	6
Open passenger cars,	4	4	-	8
TOTAL,	7	7	3	14
Snow ploughs,	3	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.317 miles.
Length of sidings, switches, etc., . . . . .	.215 "
Total, computed as single track,	6 532 "

System of electric motive power in use by the company: single trolley, General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Stoneham, Winchester and Arlington.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Boston & Maine Railroad, at Winchester Square,	4	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Nov. 6, 1899. — Collision between car and team; man thrown out and slightly injured.

December 9. — Collision between car and team; driver thrown out; leg bruised.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MYSTIC VALLEY STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President and General Manager*, 14 Kilby Street, Boston, Mass. Patrick F. Sullivan, *Vice-President*, 14 Kilby Street, Boston, Mass. Chas. Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Chas. Williams, Wakefield, Mass. Wm. A. Tucker, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
ELWIN C. FOSTER,
EDWIN L. STONE,
CHARLES WILLIAMS,
Directors.
CHARLES WILLIAMS,
Treasurer.
ELWIN C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 1, 1900. Then personally appeared the above-named P. F. Sullivan, Elwin C. Foster, Edwin L. Stone and Charles Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

NATICK & COCHITUATE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$68,811 78
Operating expenses,	54,122 55
GROSS INCOME ABOVE OPERATING EXPENSES,	\$14,689 23
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$3,449 00
Taxes, State and local,	2,069 89
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	5,518 89
NET DIVISIBLE INCOME,	\$9,170 34
Dividends declared (8 per cent),	8,000 00
Surplus for the year ending September 30, 1900,	\$1,170 34
Amount of surplus September 30, 1899,	11,226 01
Credits to profit and loss account during the year,	700 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$13,096 35
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$68,244 13
Receipts from carriage of mails,	206 80
Receipts from carriage of express and parcels,	48 35
Receipts from advertising in cars,	312 50
GROSS EARNINGS FROM OPERATION,	\$68,811 78
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$4,733 96
General office expenses and supplies,	854 93
Legal expenses,	228 50
Insurance,	397 81
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,166 73
Removal of snow and ice,	66 25

Maintenance of equipment:		
Repair of cars and other vehicles,		\$6,536 67
Repair of electric equipment of cars,		7,823 06
Transportation expenses:		
Cost of electric motive power,		12,119 66
Wages and compensation of persons employed in conducting transportation,		16,935 13
Damages for injuries to persons and property,		2,759 85
TOTAL OPERATING EXPENSES,		\$54,122 55
PROPERTY ACCOUNTS.		
Additions to equipment: additional cars (3 in number),		\$3,927 72
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$110,610 80	
Electric line construction, including poles, wiring, feeder lines, etc.,	24,957 25	
Engineering and other expenses incident to construction,	675 00	
TOTAL COST OF RAILWAY OWNED,		\$136,243 05
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$17,927 72	
Electric equipment of same,	15,935 18	
Horses,	30 46	
TOTAL COST OF EQUIPMENT OWNED,		33,893 36
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,970 00	
Buildings necessary for operation of railway,	6,720 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,690 00
TOTAL PERMANENT INVESTMENTS,		\$179,826 41
Cash and current assets: cash,		227 26
TOTAL,		\$180,053 67
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Current liabilities:		
Loans and notes payable,	\$66,800 00	
Audited vouchers and accounts,	157 32	
TOTAL CURRENT LIABILITIES,		66,957 32
Profit and Loss balance (surplus),		13,096 35
TOTAL,		\$180,053 67

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	96	
Number of stockholders in Massachusetts,	95	
Amount of stock held in Massachusetts,	\$99,900 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,364,883
Number carried per mile of main railway track operated,	80,052
Number of round trips run,	40,565
Number of car miles run,	405,654
Average number of persons employed,	35

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	12	12	10	-
Open passenger cars,	12	12	-	-
TOTAL,	24	24	10	49
Other cars,	1	-	-	-
Snow ploughs,	3	-	-	-

MISCELLANEOUS EQUIPMENT.

Horses,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	17.050 miles.
Length of sidings, switches, etc., . . . . .	.950 "
Total, computed as single track,	18.000 "

System of electric motive power in use by the company: Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Natick, Wellesley, Wayland, Needham and Framingham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With Boston & Albany Railroad, at Central Street, Wellesley (side track),	1	1
With Boston & Albany Railroad, at Washington Street, Wellesley (side track),	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	5	1	5
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	3	-	4
TOTALS,	-	1	1	8	1	9

STATEMENT OF EACH ACCIDENT.

Woman got off car while in motion; injury slight.
 Horse frightened by car; driver thrown out; injury slight.
 Car struck wagon and driver thrown; injury slight.
 Man fell off car and was killed.
 Woman, riding bicycle, ran into car; injury slight.
 Car struck team containing three men; injury slight.
 Man got off car while in motion; injury slight.
 Man got off car while in motion; injury slight.
 Woman got off car while in motion; injury slight.
 Man tried to get on car while in motion; injury slight.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,

NATICK, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harrison Harwood, *President*, Natick, Mass. Robert W. Harwood, *Treasurer*, Natick, Mass. Frank H. Hayes, *Clerk of Corporation*, Natick, Mass. P. H. Cooney, *General Counsel*, Natick, Mass. Frank P. Quackenbush, *Superintendent*, Natick, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harrison Harwood, Natick, Mass. Stephen W. Holmes, Natick, Mass.
Frank H. Hayes, Natick, Mass. Robert W. Harwood, Natick, Mass. Charles
A. Pooke, Natick, Mass. Frank P. Quackenbush, Natick, Mass. Oliver A.
Felch, Natick, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

HARRISON HARWOOD,
CHARLES A. POOKE,
OLIVER A. FELCH,
FRANK H. HAYES,
ROBERT W. HARWOOD,
F. P. QUACKENBUSH,

Directors.

ROBERT W. HARWOOD,

Treasurer.

F. P. QUACKENBUSH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. OCT. 31, 1900. Then personally appeared the above-named
Harrison Harwood, Charles A. Pooke, Oliver A. Felch, Frank H. Hayes,
Robert W. Harwood and F. P. Quackenbush, and severally made oath that
the foregoing certificate by them subscribed is, to the best of their knowledge
and belief, true.

Before me,

STEPHEN W. HOLMES,

Justice of the Peace.

REPORT

OF THE

NATICK & NEEDHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation July 24, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$2,549 35
Operating expenses,	2,336 61
GROSS INCOME ABOVE OPERATING EXPENSES,	\$212 74
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,068 75
Taxes, State and local,	\$399 76
Taxes, commutation,	25 49
	425 25
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,494 00
Deficit for the year ending September 30, 1900,	\$1,281 26
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$1,281 26
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$2,549 35
GROSS EARNINGS FROM OPERATION,	\$2,549 35
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$145 00
General office expenses and supplies,	68 40
Insurance,	240 00
Other general expenses: stamps, printing, tickets, etc.,	60 30
Maintenance of roadway and buildings: repair of electric line construction,	6 19
Transportation expenses:	
Cost of electric motive power,	805 82
Wages and compensation of persons employed in conducting transportation,	1,010 90
TOTAL OPERATING EXPENSES,	\$2,336 61

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Engineering and other expenses incident to construction,	\$1,562 31	
Other items of railway cost: paid on account construction,	86,687 39	
TOTAL COST OF RAILWAY OWNED,		\$88,249 70
Cash and current assets: cash,		13,539 23
Profit and Loss balance (deficit),		1,281 26
TOTAL,		\$103,070 19
LIABILITIES.		Cr.
Capital stock,		\$50,000 00
Current liabilities:		
Loans and notes payable,	\$52,290 00	
Audited vouchers and accounts,	754 70	
TOTAL CURRENT LIABILITIES,		53,044 70
Accrued liabilities: taxes accrued and not yet due,		25 49
TOTAL,		\$103,070 19
CAPITAL STOCK.		
Capital stock authorized by law,	\$50,000 00	
Capital stock authorized by votes of company,	50,000 00	
Amount paid in on 500 shares not yet issued,		\$50,000 00
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$50,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	50,815
Number carried per mile of main railway track operated,	8,801
Number of round trips run,	2,222
Number of car miles run,	24,109
Average number of persons employed,	10
Company commenced operation July 24, 1900.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Number of Motors.
Open passenger cars,	5	5	20

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5.774 miles.
Length of sidings, switches, etc., . . . . .	.048 "
Total, computed as single track,	5.822 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,185 miles.
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System of electric motive power in use by the company: single trolley; Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Natick, Needham and Dover.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & NEEDHAM STREET RAILWAY COMPANY,
SOUTH FRAMINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President and General Manager*, 60 State Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Malden, Mass. John H. Cunningham, Chelsea, Mass. George A. Butman, Malden, Mass. Francis Bigelow, Natick, Mass. Harvey H. Whitney, Natick, Mass. James H. Fiske, Natick, Mass. Charles L. Clafin, Hopkinton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. A. BUTMAN,
J. H. CUNNINGHAM,
W. B. FERGUSON,
CHAS. L. CLAFLIN,
Directors.
GEO. A. BUTMAN,
Treasurer.
W. B. FERGUSON,
General Manager,

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. BOSTON, Nov. 12, 1900. Then personally appeared the above-named Geo. A. Butman, J. H. Cunningham, W. B. Ferguson and Chas. L. Clafin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

NEEDHAM & BOSTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING NOVEMBER 24, 1899.

[Consolidated with the West Roxbury & Roslindale November 24, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,007 25
Operating expenses,	1,593 53
DEFICIT,	\$586 28
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$80 81
Taxes, State and local,	\$12 12
Taxes, commutation,	10 04
	22 16
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	102 97
Deficit for the period ending November 24, 1899,	\$689 25
Amount of surplus September 30, 1899,	151 08
TOTAL DEFICIT NOVEMBER 24, 1899,	\$538 17
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,004 25
Receipts from rentals of buildings and other property,	3 00
GROSS EARNINGS FROM OPERATION,	\$1,007 25
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$4 75
Legal expenses,	5 83
Insurance,	235 16
Other general expenses: advertising, \$5.25; miscellaneous, \$37.14; revenue tax, \$34,	76 39
Maintenance of roadway and buildings:	
Repair of roadbed and track,	49 75
Repair of electric line construction,	1 04
Repair of buildings,	18

Maintenance of equipment:	
Repair of cars and other vehicles,	\$7 26
Repair of electric equipment of cars,	1 18
Transportation expenses:	
Cost of electric motive power,	574 56
Wages and compensation of persons employed in conducting transportation,	637 43
TOTAL OPERATING EXPENSES,	\$1,593 53

PROPERTY ACCOUNTS.

Additions to railway:		
Interest,	\$161 56	
Engineering, etc.,	30 40	
TOTAL ADDITIONS TO RAILWAY,		\$191 96
Additions to equipment:		
Electric equipment,	\$876 00	
Other additions to equipment:		
Electric signals,	50 00	
Badges and punches,	25 50	
TOTAL ADDITIONS TO EQUIPMENT,		951 50
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$1,143 46
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Roadway and track,	\$11 65	
Electric line,	75 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		86 65
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$1,056 81

GENERAL BALANCE SHEET NOVEMBER 24, 1899.

ASSETS.	Dr.	
Cost of railway:		
Roadbed and tracks,	\$42,656 03	
Electric line construction, including poles, wiring, feeder lines, etc.,	9,017 58	
Interest accrued during construction of railway,	1,230 10	
Engineering and other expenses incident to construction,	3,249 69	
TOTAL COST OF RAILWAY OWNED,		\$56,153 40
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$14,234 16	
Other items of equipment: signals, \$50; badges and punches, \$25.50,	75 50	
TOTAL COST OF EQUIPMENT OWNED,		14,309 66
Cost of land and buildings: land necessary for operation of railway,		760 75
TOTAL PERMANENT INVESTMENTS,		\$71,223 81

Cash and current assets :			
Cash,	\$2,105 89		
Other cash and current assets : prepaid insurance, \$708.84; prepaid interest, \$371.69,	1,080 53		
TOTAL CASH AND CURRENT ASSETS,		\$3,186 42	
Profit and Loss balance (deficit),		538 17	
TOTAL,		\$74,948 40	
LIABILITIES.		Cr.	
Capital stock,		\$50,000 00	
Current liabilities :			
Loans and notes payable,	\$23,016 15		
Audited vouchers and accounts,	1,927 88		
TOTAL CURRENT LIABILITIES,		24,944 03	
Accrued liabilities : taxes accrued and not yet due,		4 37	
TOTAL,		\$74,948 40	
CAPITAL STOCK.			
Capital stock authorized by law,	\$50,000 00		
Capital stock authorized by votes of company,	50,000 00		
Capital stock issued and outstanding,		\$50,000 00	
Number of shares issued and outstanding,	500		
Number of stockholders,	11		
Number of stockholders in Massachusetts,	11		
Amount of stock held in Massachusetts,	\$50,000 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	19,827
Number carried per mile of main railway track operated,	5,194
Number of round trips run,	2,139
Number of car miles run,	14,331
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters	Number of Motors.
Box passenger cars,	3	3	3	6
Open passenger cars,	4	4	-	8
TOTAL,	7	7	3	14

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	3.817 miles.
Length of sidings, switches, etc., . . . . .	.153 "
Total, computed as single track,	3.970 "

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Needham and Dedham.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEEDHAM & BOSTON STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred'k H. Smith, *Clerk of Corporation*, Quincy, Mass. George W. Rounds, *Superintendent*, Roslindale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

P. F. Sullivan, Lowell, Mass. J. H. Goodspeed, Boston, Mass. John R. Graham, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. Philip L. Saltonstall, Milton, Mass. Eugene N. Foss, Jamaica Plain, Mass. Chas. F. Adams, 2d, Quincy, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
P. F. SULLIVAN,
J. H. GOODSPEED,
FRED'K H. SMITH,

Directors.

ALONZO F. WALTER,

Treasurer.

JOHN R. GRAHAM,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named John R. Graham, P. F. Sullivan, J. H. Goodspeed, Fred. H. Smith and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D DANA BARTLETT,

Notary Public.

REPORT

OF THE

NEW BEDFORD, MIDDLEBOROUGH & BROCKTON STREET
RAILWAY COMPANY

FOR THE PERIOD ENDING JULY 18, 1900.

[Consolidated with the Brockton July 18, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$50,168 74
Operating expenses,	46,851 75
GROSS INCOME ABOVE OPERATING EXPENSES,	\$3,316 99
Charges upon income accrued during the year:	
Interest on funded debt,	\$7,090 96
Interest and discount on unfunded debts and loans,	538 37
Taxes, State and local,	\$2,817 68
Taxes, commutation,	496 66
	3,314 34
Other deductions from income: park expense,	138 66
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,082 33
Deficit for the period ending July 18, 1900,	\$7,765 34
Amount of surplus September 30, 1899,	117 45
Credits to profit and loss account during the year:	
Adjustment of materials and supplies,	\$595 51
Adjustment of property account as per appraisal of G. Hodges, C. E., December 8, 1899,	33,299 07
TOTAL CREDITS,	\$33,894 58
Debits to profit and loss account during the year: excise tax of 1899,	124 16
NET AMOUNT CREDITED TO PROFIT AND LOSS,	33,770 42
TOTAL SURPLUS JULY 18, 1900,	\$26,122 53
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$49,665 96
Receipts from carriage of mails,	213 25
Receipts from advertising in cars,	254 00
Receipts from interest on deposits,	35 53
GROSS EARNINGS FROM OPERATION,	\$50,168 74

EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$1,874 93
General office expenses and supplies,	400 91
Legal expenses,	232 50
Insurance,	3,731 21
Other general expenses :	
Storeroom expense,	80 21
Advertising,	315 55
Miscellaneous general expense,	1,060 70
Internal revenue tax,	14 45
Maintenance of roadway and buildings :	
Repair of roadbed and track,	3,447 55
Repair of electric line construction,	657 67
Removal of snow and ice,	220 63
Repair of buildings,	42 22
Maintenance of equipment :	
Repair of cars and other vehicles,	1,243 42
Repair of electric equipment of cars,	1,148 45
Renewal of horses, harnesses, shoeing, etc.,	8 36
Transportation expenses :	
Cost of electric motive power,	14,094 08
Wages and compensation of persons employed in conducting transportation,	13,392 45
Damages for injuries to persons and property,	58 50
Tolls for trackage over other railways,	3,647 06
Rentals of buildings and other property,	132 92
Other transportation expenses :	
Car service supplies,	341 84
Miscellaneous car service expenses,	80 21
Cleaning, oiling and sanding track,	625 93
TOTAL OPERATING EXPENSES,	\$46,851 75

GENERAL BALANCE SHEET JULY 18, 1900.

ASSETS.	Dr.
Cost of railway :	
Roadbed and tracks,	\$381,964 75
Electric line construction, including poles, wiring, feeder lines, etc.,	127,173 95
Interest accrued during construction of railway,	5,961 62
Engineering and other expenses incident to construction,	10,644 12
TOTAL COST OF RAILWAY OWNED,	\$525,744 44
Cost of equipment :	
Cars and other rolling stock and vehicles,	\$51,107 94
Electric equipment of same,	48,800 00
Other items of equipment,	3,311 08
TOTAL COST OF EQUIPMENT OWNED,	103,219 02
Cost of land and buildings :	
Land necessary for operation of railway,	\$10,904 00
Electric power stations, including equipment,	81,522 85
Other buildings necessary for operation of railway,	15,025 53
TOTAL COST OF LAND AND BUILDINGS OWNED,	107,452 38
TOTAL PERMANENT INVESTMENTS,	\$736,415 84

Cash and current assets :			
Cash,	\$2,297 13		
Bills and accounts receivable,	2,066 66		
Other cash and current assets : prepaid in- surance,	2,105 22		
TOTAL CASH AND CURRENT ASSETS,			\$6,469 01
Miscellaneous assets :			
Materials and supplies,	\$4,205 70		
Other assets and property : renewals suspense,	317 08		
TOTAL MISCELLANEOUS ASSETS,			4,522 78
TOTAL,			\$747,407 63
LIABILITIES.		Cr.	
Capital stock,			\$350,000 00
Funded debt,			325,000 00
Current liabilities :			
Loans and notes payable,	\$20,000 00		
Audited vouchers and accounts,	21,931 12		
Miscellaneous current liabilities : outstand- ing tickets,	42 84		
TOTAL CURRENT LIABILITIES,			41,973 96
Accrued liabilities :			
Interest accrued and not yet due,	\$998 99		
Taxes accrued and not yet due,	3,312 15		
TOTAL ACCRUED LIABILITIES,			4,311 14
Profit and Loss balance (surplus),			26,122 53
TOTAL,			\$747,407 63
CAPITAL STOCK.			
Capital stock authorized by law,	\$350,000 00		
Capital stock authorized by votes of company,	350,000 00		
Capital stock issued and outstanding,			\$350,000 00
Number of shares issued and outstanding,	3,500		
Number of stockholders,	23		
Number of stockholders in Massachusetts,	23		
Amount of stock held in Massachusetts,	\$350,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1920,	\$325,000 00	\$7,090 96

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	978,291
Number carried per mile of main railway track operated, .	27,926
Number of round trips run,	8,749
Number of car miles run,	306,501
Average number of persons employed,	65

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	10	10	-
Open passenger cars,	20	20	-	-
TOTAL,	30	30	10	92
Work cars,	2	-	-	-
Snow ploughs,	2	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line,	31.121	3.910	35.031
Length of sidings, switches, etc.,	1.091	-	1.091
TOTAL, COMPUTED AS SINGLE TRACK,	32.212	3.910	36.122

System of electric motive power in use by the company: single trolley; General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Bridgewater, Middleborough, Lakeville, Free-town, Taunton and New Bedford.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	2	-	4
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	2	-	3	-	5

STATEMENT OF EACH ACCIDENT.

Oct. 27, 1899. — Car left track; two passengers injured; one seriously.

May 19, 1900. — Man struck by car while walking on track; leg broken.

May 26. — Passenger stepped from moving car and fell; slight injuries.

June 11. — Passenger stepped from moving car and fell; slight injuries.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW BEDFORD, MIDDLEBOROUGH & BROCKTON STREET
RAILWAY COMPANY,

203 MAIN STREET, BROCKTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John P. Morse, *President*, Brockton, Mass. John J. Whipple, *Vice-President*, Brockton, Mass. Henry E. Reynolds, *Treasurer and Clerk of Corporation*, Brockton, Mass. Horace B. Rogers, *General Manager*, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John P. Morse, Brockton, Mass. P. F. Sullivan, Lowell, Mass. J. H. Goodspeed, Boston, Mass. Henry E. Reynolds, Brockton, Mass. Horace B. Rogers, Brockton, Mass. William Jones, Brockton, Mass. Fred C. Hinds, Boston, Mass. Geo. A. Butman, Boston, Mass. Augustus M. Bearse, Middleborough, Mass. John J. Whipple, Brockton, Mass. Fred. B. Howard, Brockton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN J. WHIPPLE,
FRED. B. HOWARD,
JOHN P. MORSE,
WILLIAM JONES,
HENRY E. REYNOLDS,
AUGUSTUS M. BEARSE,
P. F. SULLIVAN,
J. H. GOODSPEED,
HORACE B. ROGERS,
Directors.
HENRY E. REYNOLDS,
Treasurer.
HORACE B. ROGERS,
General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. BROCKTON, NOV. 3, 1900. Then personally appeared the above-named John J. Whipple, Fred. B. Howard, John P. Morse, William Jones, Henry E. Reynolds and Augustus M. Bearse, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ELWELL P. HOWARD.

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. BROCKTON, Nov. 5, 1900. Then personally appeared the above-named Horace B. Rogers, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY E. REYNOLDS,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 5, 1900. Then personally appeared the above-named P. F. Sullivan and J. H. Goodspeed, and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

NEWTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$120,338 05
Operating expenses,	85,743 63
GROSS INCOME ABOVE OPERATING EXPENSES,	\$34,594 42
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,750 00
Interest and discount on unfunded debts and loans,	7,257 77
Taxes, State and local,	\$3,407 72
Taxes, commutation,	2,012 95
	<u>5,420 67</u>
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	19,428 44
NET DIVISIBLE INCOME,	\$15,165 98
Dividends declared (8 per cent on \$210,000),	16,800 00
Deficit for the year ending September 30, 1900,	\$1,634 02
Amount of surplus September 30, 1899,	21,157 85
TOTAL SURPLUS SEPTEMBER 30, 1900,	<u>\$19,523 83</u>
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$115,188 31
Receipts from carriage of express and parcels,	36 00
Receipts from tolls for use of tracks by other companies,	3,839 87
Receipts from rentals of buildings and other property,	663 00
Receipts from advertising in cars,	525 04
Receipts from interest on deposits,	85 83
GROSS EARNINGS FROM OPERATION,	<u>\$120,338 05</u>
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$7,051 43
General office expenses and supplies,	790 48
Legal expenses,	75 00
Insurance,	744 95
Other general expenses: miscellaneous expenses, engineering, plans, music and public celebrations,	1,892 48

Maintenance of roadway and buildings :	
Repair of roadbed and track,	\$3,355 36
Repair of electric line construction,	1,722 36
Removal of snow and ice,	419 62
Repair of buildings,	219 14
Maintenance of equipment :	
Repair of cars and other vehicles,	4,428 69
Repair of electric equipment of cars,	4,629 47
Replacing three old cars abandoned,	9,167 70
Transportation expenses :	
Cost of electric motive power, \$14,849.21; less power sold, \$1,058.32; net,	13,790 89
Provender for horses,	299 54
Wages and compensation of persons employed in conducting transportation,	30,200 48
Damages for injuries to persons and property,	3,397 24
Tolls for trackage over other railways,	2,915 10
Other transportation expenses: oil, grease, fuel and lamps,	643 70
TOTAL OPERATING EXPENSES,	\$85,743 63

PROPERTY ACCOUNTS.

Additions to railway: miscellaneous expense on new line just commenced in Newton,	\$1,807 55
Additions to land and buildings: new car house in Waltham,	13,339 44
Additions to other permanent property: paid city of Newton for widening and building streets,	5,000 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$20,146 99

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	DR.
Cost of railway :	
Roadbed and tracks,	\$230,475 47
Electric line construction, including poles, wiring, feeder lines, etc.,	45,465 04
Interest accrued during construction of railway,	2,766 18
Engineering and other expenses incident to construction,	16,327 20
Other items of railway cost: purchase Waltham & Newton,	45,582 56
TOTAL COST OF RAILWAY OWNED,	\$340,616 45
Cost of equipment :	
Cars and other rolling stock and vehicles,	\$70,208 60
Electric equipment of same,	31,763 73
TOTAL COST OF EQUIPMENT OWNED,	101,972 33
Cost of land and buildings: land necessary for operation of railway,	50,849 29
Other permanent property: paid city of Newton for building and widening streets,	5,000 00
TOTAL PERMANENT INVESTMENTS,	\$498,438 07
Cash and current assets: cash,	475 76
TOTAL,	\$498,913 83

LIABILITIES.		Cr.	
Capital stock,			\$210,000 00
Amount paid in on stock not yet issued,			104,390 00
TOTAL CAPITAL STOCK,			\$314,390 00
Funded debt,			135,000 00
Current liabilities: loans and notes payable,			30,000 00
Profit and Loss balance (surplus),			19,523 83
TOTAL,			\$498,913 83

CAPITAL STOCK.			
Capital stock authorized by law,	\$315,000 00		
Capital stock authorized by votes of company,	315,000 00		
Capital stock issued and outstanding,		\$210,000 00	
Amount paid in on 1,050 shares not yet issued,		104,390 00	
TOTAL CAPITAL STOCK LIABILITY,			\$314,390 00
Number of shares issued and outstanding,	2,100		
Number of stockholders,	79		
Number of stockholders in Massachusetts,	76		
Amount of stock held in Massachusetts,	\$206,800 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	1912,	\$135,000 00	\$6,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,460,853
Number carried per mile of main railway track operated,	155,849
Number of round trips run,	54,002
Number of car miles run,	529,714
Average number of persons employed,	60

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	17	17	16	-
Open passenger cars,	18	18	-	-
TOTAL,	35	35	16	49
Snow ploughs,	4	-	-	-

MISCELLANEOUS EQUIPMENT.

Work cars,	2
Other cars,	1
Carts and snow sleds,	1
Other highway vehicles: 4 snow levellers, 1 tower wagon, 1 heavy wagon, 1 express wagon, 1 democrat wagon, 1 pung,	9
Horses,	2
Harnesses (double, 2; single, 3),	5

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 13.300	Miles. 2.490	Miles. 15.790
Length of sidings, switches, etc., . . . . .	.568	-	.568
TOTAL, COMPUTED AS SINGLE TRACK,	13.868	2.490	16.358

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newton, Waltham and Watertown.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad (Fitchburg Division), at Moody Street, Waltham,	3	1
With Boston & Maine Railroad (Fitchburg Division), at Main Street, Waltham,	2	1
With Boston & Maine Railroad (Fitchburg Division), at River Street, Waltham,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	7	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	5	-	5

STATEMENT OF EACH ACCIDENT.

Oct. 6, 1899. — Wagon accident at Watertown; driver thrown, leg broken; either jumped or fell out.

November 14. — Car and lady bicyclist in collision at Newtonville.

May 5, 1900. — Man fell while getting off moving car; head cut, but nothing serious.

June 27. — Woman jumped off moving car and fell at West Newton.

August 11. — Man stepped off moving car and fell; knocked some of his teeth out and hurt his hip.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON STREET RAILWAY COMPANY,

WEST NEWTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Winthrop Coffin, *President*, 60 State Street, Boston, Mass. Ephraim Stearns, *Vice-President*, 87 Summer Street, Boston, Mass. Charles W. Smith, *Treasurer*, 53 Tremont Street, Boston, Mass. George W. Morse, *Clerk of Corporation*, 28 State Street, Boston, Mass. Morse & Lane, *General Counsel*, 28 State Street, Boston, Mass. Francis G. L. Henderson, *Superintendent*, West Newton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Winthrop Coffin, Brookline, Mass. Charles W. Smith, Boston, Mass. George W. Morse, Newtonville, Mass. Ephraim Stearns, Waltham, Mass. Thomas P. Smith, Waltham, Mass. Sydney Harwood, Newton, Mass. Samuel Farquhar, Newton, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. W. SMITH,
ALDEN E. VILES,
WINTHROP COFFIN,
EPHRAIM STEARNS,
THOMAS P. SMITH,
SYDNEY HARWOOD,
SAMUEL FARQUHAR,
GEO. W. MORSE,

Directors.

CHAS. W. SMITH,

Treasurer.

FRANCIS G. L. HENDERSON,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 30, 1900. Then personally appeared the above-named Charles W. Smith, Alden E. Viles, Winthrop Coffin, Ephraim Stearns, Thos. P. Smith, Sydney Harwood, Samuel Farquhar, Geo. W. Morse and Francis G. L. Henderson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HARVEY N. SHEPARD,

Justice of the Peace.

REPORT

OF THE

NEWTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$80,667 54
Operating expenses,	69,999 10
GROSS INCOME ABOVE OPERATING EXPENSES,	\$10,668 44
Charges upon income accrued during the year :	
Interest on funded debt,	\$6,250 00
Interest and discount on unfunded debts and loans,	4,692 62
Taxes, State and local,	\$2,397 16
Taxes, commutation,	1,311 43
	3,708 59
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	14,651 21
Deficit for the year ending September 30, 1900,	\$3,982 77
Amount of deficit September 30, 1899,	635 72
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$4,618 49
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$79,374 55
Receipts from carriage of mails,	74 05
Receipts from rentals of buildings and other property, . .	637 14
Receipts from advertising in cars,	567 50
Receipts from interest on deposits,	14 30
GROSS EARNINGS FROM OPERATION,	\$80,667 54
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$4,706 00
General office expenses and supplies,	1,407 17
Legal expenses,	600 40
Insurance,	1,528 02

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$808 74
Repair of electric line construction,	406 36
Removal of snow and ice,	330 62
Repair of buildings,	222 95
Maintenance of equipment:	
Repair of cars and other vehicles,	3,690 99
Repair of electric equipment of cars,	1,632 71
Renewal of horses, harnesses, shoeing, etc.,	47 95
Transportation expenses:	
Cost of electric motive power, \$33,874.21; less power sold, \$26,843.91; net,	7,030 30
Provender for horses,	240 10
Wages and compensation of persons employed in conduct- ing transportation,	29,925 60
Damages for injuries to persons and property,	6,688 95
Tolls for trackage over other railways,	9,557 79
Other transportation expenses: oil, grease and waste, \$555.37; miscellaneous, rental cars, etc., \$619.08,	1,174 45
TOTAL OPERATING EXPENSES,	\$69,999 10

PROPERTY ACCOUNTS.

Additions to railway: amount spent for engineering ex- penses, improving tracks and overhead lines,	\$1,623 00
Additions to equipment: amount spent for fifteen additional motors and improvements in cars and other equipment; also one new snow leveller and one new snow plough,	12,028 20
Additions to land and buildings:	
Additional equipment of power stations,	\$25,952 26
New buildings necessary for operation of railway,	2,220 11
TOTAL ADDITIONS TO LAND AND BUILDINGS,	28,172 37
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$41,823 57

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$145,433 73
Electric line construction, including poles, wiring, feeder lines, etc.,	38,884 42
Interest accrued during construction of rail- way,	1,056 40
Engineering and other expenses incident to construction,	3,964 69
TOTAL COST OF RAILWAY OWNED,	\$189,339 24
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$44,843 65
Electric equipment of same,	63,273 94
Horses,	225 00
Other items of equipment: office furniture, safe, etc.,	352 80
TOTAL COST OF EQUIPMENT OWNED,	108,695 39

Cost of land and buildings:		
Land necessary for operation of railway,	\$7,500 00	
Electric power stations, including equipment,	119,174 42	
Other buildings necessary for operation of railway,	26,478 54	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$153,152 96
TOTAL PERMANENT INVESTMENTS,		\$451,187 59
Cash and current assets:		
Cash,	\$7,146 26	
Bills and accounts receivable,	447 66	
TOTAL CASH AND CURRENT ASSETS,		7,593 92
Profit and Loss balance (deficit),		4,618 49
TOTAL,		\$463,400 00
LIABILITIES.		Cr.
Capital stock,		\$200,000 00
Funded debt,		125,000 00
Current liabilities: loans and notes payable,		138,400 00
TOTAL,		\$463,400 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$250,000 00	
Capital stock authorized by votes of company,	200,000 00	
Capital stock issued and outstanding,		\$200,000 00
Number of shares issued and outstanding,	2,000	
Number of stockholders,	39	
Number of stockholders in Massachusetts,	38	
Amount of stock held in Massachusetts,	\$198,800 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	July 1, 1912,	\$125,000 00	\$6,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,855,290
Number carried per mile of main railway track operated,	117,112
Number of round trips run,	35,688
Number of car miles run,	534,676
Average number of persons employed,	80

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	11	11	11	-
Open passenger cars,	15	15	-	-
TOTAL,	26	26	11	67
Other cars (sand),	2	-	-	-
Snow ploughs,	3	-	-	-

MISCELLANEOUS EQUIPMENT.

Cart,	1
Other highway vehicles: 1 express wagon, 1 pung, 1 tower wagon, 2 snow levellers, 1 democrat wagon,	6
Horses,	2
Harnesses (single),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	9.031	6.811	15.842
Length of sidings, switches, etc., . . . . .	.755	.357	1.112
TOTAL, COMPUTED AS SINGLE TRACK,	9.786	7.168	16.954

System of electric motive power in use by the company: General Electric; single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Newton, Watertown, Boston and Needham.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	1	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	2	-	2	-	4

STATEMENT OF EACH ACCIDENT.

Oct. 31, 1899. — Car left rail; two persons slightly injured.

April 12, 1900. — Car collided with team, throwing driver from team; dislocated his shoulder.

August 1. — Lady stepped from moving car and fell; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass. Austin R. Mitchell, *Vice-President*, 276 State Street, Boston, Mass. James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. James L. Richards, Newtonville, Mass. James W. French, Newton, Mass. George Fred Simpson, Newton, Mass. William F. Hammett, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,
JAMES W. FRENCH,
G. FRED SIMPSON,
AUSTIN R. MITCHELL,
WILLIAM F. HAMMETT,
JAMES L. RICHARDS,
JAMES L. RICHARDS,
LEWELLYN H. McLAIN,
Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 20, 1900. Then personally appeared the above-named Horace B. Parker, James W. French, G. Fred Simpson, Austin R. Mitchell, William F. Hammett, James L. Richards and Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,
Justice of the Peace.

REPORT

OF THE

NEWTONVILLE & WATERTOWN STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Tracks used by the Newton & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Toll received for use of tracks,	\$6,332 35
Income from other sources: voluntary assessment of 5 per cent on stock paid by stockholders,	2,500 00
GROSS INCOME,	\$8,832 35
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$317 27
Interest and discount on unfunded debts and loans,	3,085 32
Taxes,	611 75
Other expenses and charges upon income:	
Repairs of tracks,	\$67 76
Repairs of overhead lines,	95 12
Legal expenses,	278 00
Miscellaneous expenses,	40 03
	480 91
TOTAL EXPENSES AND CHARGES UPON INCOME,	4,495 25
NET DIVISIBLE INCOME,	\$4,337 10
Dividends declared (6 per cent),	3,000 00
Surplus for the year ending September 30, 1900,	\$1,337 10
Amount of deficit September 30, 1899,	1,443 32
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$106 22
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks,	\$88,710 67
Electric line construction, including poles, wiring, feeder lines, etc.,	18,200 54

Cost of railway — <i>Concluded.</i>		
Interest accrued during construction of railway,	\$51 25	
Engineering and other expenses incident to construction,	1,105 10	
TOTAL COST OF RAILWAY OWNED,		\$108,067 56
Cash and current assets: cash,		476 22
Profit and Loss balance (deficit),		106 22
TOTAL,		\$108,650 00
LIABILITIES.		CR.
Capital stock,		\$50,000 00
Current liabilities: loans and notes payable,		58,650 00
TOTAL,		\$108,650 00
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 408 feet),	\$4,035 04	
New electric line construction (length, 408 feet),	157 74	
Other additions to railway: engineering expenses,	50 99	
TOTAL ADDITIONS TO RAILWAY,		\$4,243 77
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock issued and outstanding,		\$50,000 00
Number of shares issued and outstanding,	500	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$50,000 00	

RAILWAY OWNED.

Length of railway line,	4.243 miles.
Length of sidings, switches, etc., . . . . .	.357 "
Total, computed as single track,	4.600 "

Names of the several cities and towns in which the railway owned by the company is located: Newton, Watertown and Boston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass.
James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A.
Sears, *Clerk of Corporation*, 53 State Street, Boston, Mass. Samuel L.
Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H.
McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. James L. Richards, Newtonville,
Mass. Wm. Endicott, Jr., Boston, Mass. R. Elmer Townsend, Boston,
Mass. Joseph Remick, Melrose, Mass. Jeremiah Smith, Jr., Cambridge,
Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

HORACE B. PARKER,
JAMES L. RICHARDS,
JEREMIAH SMITH, JR.,
R. ELMER TOWNSEND,
JOSEPH REMICK,
WILLIAM ENDICOTT, JR.,
Directors.
JAMES L. RICHARDS,
Treasurer.
LEWELLYN H. McLAIN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 20, 1900. Then personally appeared the above-
named Horace B. Parker, James L. Richards, Lewellyn H. McLain, and on the
twenty-second inst. Jeremiah Smith, Jr., R. Elmer Townsend, Joseph Remick
and William Endicott, Jr., and severally made oath that the foregoing certifi-
cate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,
Justice of the Peace.

REPORT

OF THE

NORFOLK CENTRAL STREET RAILWAY COMPANY

FOR THE PERIOD ENDING NOVEMBER 24, 1899.

[Consolidated with the West Roxbury & Roslindale November 24, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,414 95
Operating expenses,	5,804 50
DEFICIT,	\$389 55
Charges upon income accrued during the year:	
Interest on funded debt,	\$458 33
Interest and discount on unfunded debts and loans,	639 67
Taxes, State and local,	\$186 91
Taxes, commutation,	54 01
	240 92
Other deductions from income: park expenses,	322 08
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,661 00
Deficit for the period ending November 24, 1899,	\$2,050 55
Amount of deficit September 30, 1899,	5,414 81
TOTAL DEFICIT NOVEMBER 24, 1899,	\$7,465 36
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$5,400 95
Receipts from advertising in cars,	14 00
GROSS EARNINGS FROM OPERATION,	\$5,414 95
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$160 28
General office expenses and supplies,	34 14
Legal expenses,	55 83
Insurance,	749 22
Other general expenses: advertising, \$159.35; miscellaneous, \$110.03; internal revenue, \$8,	277 38

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$650 41
Repair of electric line construction,	15 48
Removal of snow and ice,	90
Repair of buildings,	56 12
Maintenance of equipment:	
Repair of cars and other vehicles,	140 00
Repair of electric equipment of cars,	219 19
Transportation expenses:	
Cost of electric motive power,	1,139 89
Wages and compensation of persons employed in conducting transportation,	1,477 44
Damages for injuries to persons and property,	730 64
Other transportation expenses: supplies, cleaning, oiling and sanding track, miscellaneous,	97 58
TOTAL OPERATING EXPENSES,	\$5,804 50

PROPERTY ACCOUNTS.

Additions to railway: engineering, etc.,	\$2 53
Additions to equipment:	
Electric equipment,	\$2 00
Other additions to equipment:	
Signal system,	37 50
Badges and punches,	70 50
TOTAL ADDITIONS TO EQUIPMENT,	110 00
Additions to other permanent property: park buildings,	681 05
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$793 58

GENERAL BALANCE SHEET NOVEMBER 24, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$101,770 91	
Electric line construction, including poles, wiring, feeder lines, etc.,	39,437 34	
Interest accrued during construction of railway,	1,093 01	
Engineering and other expenses incident to construction,	7,547 73	
TOTAL COST OF RAILWAY OWNED,		\$149,848 99
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$31,576 86	
Other items of equipment,	843 27	
TOTAL COST OF EQUIPMENT OWNED,		32,420 13
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,280 90	
Buildings necessary for operation of railway,	6,871 45	
TOTAL COST OF LAND AND BUILDINGS OWNED,		9,152 35
Other permanent property: park and pleasure resort,		32,724 13
TOTAL PERMANENT INVESTMENTS,		\$224,145 60

Cash and current assets :		
Cash,	\$11,183 92	
Bills and accounts receivable,	716 77	
Other cash and current assets : prepaid taxes, \$119.40; prepaid insurance, \$457.97,	577 37	
TOTAL CASH AND CURRENT ASSETS,		\$12,478 06
Miscellaneous assets : materials and supplies,		1,656 35
Profit and Loss balance (deficit),		7,465 36
TOTAL,		\$245,745 37
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Funded debt,		60,000 00
Current liabilities :		
Loans and notes payable,	\$81,500 00	
Audited vouchers and accounts,	3,523 99	
TOTAL CURRENT LIABILITIES,		85,023 99
Accrued liabilities :		
Interest accrued and not yet due,	\$667 37	
Taxes accrued and not yet due,	54 01	
TOTAL ACCRUED LIABILITIES,		721 38
TOTAL,		\$245,745 37
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$100,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds (20 years),	Per Cent. 5	July 1, 1918,	\$60,000 00	\$458 33

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	107,190
Number carried per mile of main railway track operated,	16,238
Number of round trips run,	3,402
Number of car miles run,	28,147
Average number of persons employed,	22

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	6	6	6	-
Open passenger cars,	9	9	-	-
TOTAL,	15	15	6	27
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Other items of equipment: signal system, office furniture and fixtures, tools, badges and punches.

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.388 miles.
Length of second main track, . . . . .	.213 "
Total length of main track,	6.601 "
Length of sidings, switches, etc., . . . . .	.373 "
Total, computed as single track,	6.974 "

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Norwood and Walpole.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Oct. 11, 1899. — Lady stepped from moving car and fell; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK CENTRAL STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred. H. Smith, *Clerk of Corporation*, Quincy, Mass. Geo. W. Rounds, *Superintendent*, Roslindale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. Fred. H. Smith, Quincy, Mass. Patrick F. Sullivan, Lowell, Mass. E. Rollins Morse, Boston, Mass. Philip L. Saltonstall, Milton, Mass. Joseph H. Goodspeed, Boston, Mass. Gordon Abbott, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
P. F. SULLIVAN,
J. H. GOODSPEED,
FRED'K H. SMITH,
Directors.
ALONZO F. WALTER,
Treasurer.
JOHN R. GRAHAM,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named John R. Graham, P. F. Sullivan, J. H. Goodspeed, Fred. H. Smith and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

NORFOLK SUBURBAN STREET RAILWAY COMPANY

FOR THE PERIOD ENDING NOVEMBER 24, 1899.

[Consolidated with the West Roxbury & Roslindale November 24, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$15,305 13
Operating expenses,	10,953 41
GROSS INCOME ABOVE OPERATING EXPENSES,	\$4,351 72
Charges upon income accrued during the year:	
Interest on funded debt,	\$573 00
Taxes, State and local,	\$573 94
Taxes, commutation,	152 22
	726 16
Other deductions from income: renewal fund,	2,500 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	3,799 16
Surplus for the period ending November 24, 1900,	\$552 56
Amount of surplus September 30, 1899,	14,768 31
	\$15,320 87
Debits to profit and loss account during the year: adjustment of account,	1 10
TOTAL SURPLUS NOVEMBER 24, 1899,	\$15,319 77
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$15,221 80
Receipts from rentals of buildings and other property,	20 00
Receipts from advertising in cars,	63 33
GROSS EARNINGS FROM OPERATION,	\$15,305 13
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$535 46
General office expenses and supplies,	97 17

General expenses — <i>Concluded.</i>		
Legal expenses,		\$5 83
Insurance,		916 25
Other general expenses: advertising, \$52; miscellaneous, \$271.04,		323 04
Maintenance of roadway and buildings:		
Repair of roadbed and track,		331 59
Repair of electric line construction,		35 05
Repair of buildings,		100 39
Maintenance of equipment:		
Repair of cars and other vehicles,		257 88
Repair of electric equipment of cars,		377 29
Transportation expenses:		
Cost of electric motive power,		2,510 59
Wages and compensation of persons employed in conducting transportation,		4,290 77
Damages for injuries to persons and property,		809 46
Rentals of buildings and other property,		62 50
Other transportation expenses: miscellaneous supplies and expenses,		300 14
TOTAL OPERATING EXPENSES,		\$10,953 41
<hr/>		
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks,	\$368 37	
New electric line construction,	76 75	
Other additions to railway: engineering etc.,	185 78	
TOTAL ADDITIONS TO RAILWAY,		\$630 90
Additions to equipment: additional cars and electric equipment of same,		45 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$675 90
<hr/>		
GENERAL BALANCE SHEET NOVEMBER 24, 1899.		
	ASSETS.	Dr.
Cost of railway:		
Roadbed and tracks,	\$176,921 90	
Electric line construction, including poles, wiring, feeder lines, etc.,	35,262 42	
Engineering and other expenses incident to construction,	3,831 17	
TOTAL COST OF RAILWAY OWNED,		\$216,015 49
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$62,009 93	
Other items of equipment: office furniture,	9 80	
TOTAL COST OF EQUIPMENT OWNED,		62,019 73
Cost of land and buildings:		
Land necessary for operation of railway,	\$3,194 73	
Buildings necessary for operation of railway,	10,763 54	
TOTAL COST OF LAND AND BUILDINGS OWNED,		13,958 27
TOTAL PERMANENT INVESTMENTS,		\$291,993 49

Cash and current assets:		
Cash,	\$2,340 11	
Bills and accounts receivable,	55 78	
Other cash and current assets: prepaid insurance and taxes,	954 37	
TOTAL CASH AND CURRENT ASSETS,		\$3,350 26
Miscellaneous assets:		
Materials and supplies,	\$1,005 58	
Other assets and property: balance due for machinery, payable in instalments,	4,750 00	
TOTAL MISCELLANEOUS ASSETS,		5,755 58
TOTAL,		\$301,099 33
LIABILITIES.		Cr.
Capital stock,		\$187,500 00
Funded debt,		75,000 00
Current liabilities: audited vouchers and accounts,		5,509 05
Accrued liabilities:		
Interest accrued and not yet due,	\$1,510 50	
Taxes accrued and not yet due,	152 22	
TOTAL ACCRUED LIABILITIES,		1,662 72
Sinking and other special funds:		
Renewal fund,	\$9,983 72	
Insurance fund,	3,950 00	
Sewer fund,	2,174 07	
TOTAL SINKING AND OTHER SPECIAL FUNDS,		16,107 79
Profit and Loss balance (surplus),		15,319 77
TOTAL,		\$301,099 33
CAPITAL STOCK.		
Capital stock authorized by law,	\$187,500 00	
Capital stock authorized by votes of company,	187,500 00	
Capital stock issued and outstanding,		\$187,500 00
Number of shares issued and outstanding,	1,875	
Number of stockholders,	8	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	\$187,500 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	July 1, 1914,	\$75,000 00	\$573 00

SINKING AND OTHER SPECIAL FUNDS.

Amount September 30, 1899, of renewal fund,	\$7,483 72	
Amount September 30, 1899, of insurance fund,	3,950 00	
Amount September 30, 1899, of sewer fund, .	2,260 57	
TOTAL SEPTEMBER 30, 1899,		\$13,694 29
Additions during the year to renewal fund,		2,500 00
TOTAL, INCLUDING ADDITIONS,		\$16,194 29
Deductions during the year from sewer fund,		86 50
TOTAL SINKING AND OTHER SPECIAL FUNDS NOVEMBER 24, 1900,		\$16,107 79

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	298,910
Number carried per mile of main railway track operated, .	25,866
Number of round trips run,	4,707
Number of car miles run,	66,949
Average number of persons employed,	59

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	14	14	14	-
Open passenger cars,	19	19	-	-
TOTAL,	33	33	14	57
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Other railway rolling stock: 1 walkaway, 1 push plough, .	2
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.489 miles.
Length of second main track, . . . . .	.067 "
Total length of main track,	11.556 "
Length of sidings, switches, etc., . . . . .	.789 "
Total, computed as single track,	12.345 "

System of electric motive power in use by the company: General Electric and Westinghouse; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Hyde Park and Boston.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	3	-	3
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

Oct. 7, 1899. — Man fell from front platform of moving car; slightly injured.

October 15. — Man jumped from moving car and fell; slightly injured.

November 19. — Man jumped from moving car and fell; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK SUBURBAN STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James D. McAvoy, *President*, Hyde Park, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred. H. Smith, *Clerk of Corporation*, Quincy, Mass. John R. Graham, *General Manager*, Quincy, Mass. Wm. A. Tucker, *Superintendent*, Hyde Park, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Fred. H. Smith, Quincy, Mass. John R. Graham, Quincy, Mass. Galen L. Stone, Brookline, Mass. Eugene N. Foss, Jamaica Plain, Mass. James D. McAvoy, Hyde Park, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
P. F. SULLIVAN,
FRED'K H. SMITH,
J. H. GOODSPEED,

Directors.

ALONZO F. WALTER,

Treasurer.

JOHN R. GRAHAM,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named John R. Graham, P. F. Sullivan, J. H. Goodspeed, Fred. H. Smith and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

NORFOLK WESTERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$23,802 40
Operating expenses,	18,213 28
GROSS INCOME ABOVE OPERATING EXPENSES,	\$5,589 12
Charges upon income accrued during the year :	
Interest on funded debt,	\$5,000 00
Interest and discount on unfunded debts and loans,	2,484 22
Taxes, State and local,	\$698 85
Taxes, commutation,	98 20
	797 05
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	8,281 27
Deficit for the year ending September 30, 1900,	\$2,692 15
Amount of surplus September 30, 1899,	105 53
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$2,586 62
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$23,802 40
GROSS EARNINGS FROM OPERATION,	\$23,802 40
EXPENSES OF OPERATION.	
General expenses :	
General office expenses and supplies,	\$568 90
Legal expenses,	10 00
Insurance,	293 00
Other general expenses,	1,132 17
Maintenance of roadway and buildings :	
Repair of roadbed and track,	410 94
Repair of electric line construction,	49 43
Removal of snow and ice,	173 80
Repair of buildings,	35
Maintenance of equipment: repair of cars and other vehicles,	1,488 17
Transportation expenses :	
Cost of electric motive power,	5,299 13
Provender for horses,	66 59

Transportation expenses — *Concluded.*

Wages and compensation of persons employed in conducting transportation,	\$7,244 00
Damages for injuries to persons and property,	1,315 02
Other transportation expenses,	161 78
TOTAL OPERATING EXPENSES,	\$18,213 28

PROPERTY ACCOUNTS.

Additions to railway: engineering and other expenses,	\$5,186 64
Additions to equipment:	
Electric equipment,	\$63 69
Additional rolling stock and vehicles,	1,057 08
Other additions to equipment: office furniture,	567 98
TOTAL ADDITIONS TO EQUIPMENT,	1,688 75
Additions to land and buildings: new electric power stations, including machinery, etc.,	1,100 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$7,975 39

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

Dr.

Cost of railway:		
Roadbed and tracks,	\$125,227 52	
Electric line construction, including poles, wiring, feeder lines, etc.,	29,305 65	
Interest accrued during construction of railway,	4,906 70	
Engineering and other expenses incident to construction,	16,032 12	
TOTAL COST OF RAILWAY OWNED,		\$175,471 99
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$17,165 45	
Electric equipment of same,	9,468 59	
Horses,	632 35	
Other items of equipment: office furniture,	567 98	
TOTAL COST OF EQUIPMENT OWNED,		27,834 37
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,075 00	
Electric power stations, including equipment,	18,600 00	
Other buildings necessary for operation of railway,	30,071 07	
TOTAL COST OF LAND AND BUILDINGS OWNED,		49,746 07
TOTAL PERMANENT INVESTMENTS,		\$253,052 43
Cash and current assets:		
Cash,	\$3,835 97	
Bills and accounts receivable,	638 58	
TOTAL CASH AND CURRENT ASSETS,		4,474 55
Miscellaneous assets: materials and supplies,		914 68
Profit and Loss balance (deficit),		2,586 62
TOTAL,		\$261,028 28

LIABILITIES.		CR.	
Capital stock,			\$100,000 00
Funded debt,			100,000 00
Current liabilities:			
Loans and notes payable,	\$59,040	67	
Audited vouchers and accounts,	1,154	28	
TOTAL CURRENT LIABILITIES,			60,194 95
Accrued liabilities: interest accrued and not yet due,			833 33
TOTAL,			\$261,028 28

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000	00
Capital stock authorized by votes of company,	100,000	00
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	35	
Number of stockholders in Massachusetts,	35	
Amount of stock held in Massachusetts,	\$100,000	00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	Aug. 1, 1919, .	\$100,000 00	\$5,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	462,964
Number carried per mile of main railway track operated,	50,992
Number of round trips run,	9,331
Number of car miles run,	170,390
Average number of persons employed,	18

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Benders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	4	4	-
Open passenger cars,	3	3	-	-
TOTAL,	13	7	4	12
Other cars (water car),	1	-	-	-
Snow ploughs,	1	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	9.079 miles.
Length of sidings, switches, etc., . . . . .	.371 "
Total, computed as single track,	9.450 "

System of electric motive power in use by the company: Three Phase.

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Westwood, Dover, Walpole and Medfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK WESTERN STREET RAILWAY COMPANY,
WESTWOOD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Merrill, *President*, Quincy, Mass. Frederick S. Gore, *Treasurer*, Boston, Mass. James A. Fitton, *Clerk of Corporation*, Dorchester, Mass. Ezra E. Savage, *Superintendent*, Westwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph J. Feeley, Walpole, Mass. James A. Fitton, Dorchester, Mass. Frederick S. Gore, Boston, Mass. John E. Smith, Norwood, Mass. Walter H. Grose, Boston, Mass. John F. Merrill, Quincy, Mass. Geo. W. W. Whitney, Dorchester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. MERRILL,
FRED. S. GORE,
JAMES A. FITTON,
WALTER H. GROSE,
Directors.
FRED. S. GORE,
Treasurer.
EZRA E. SAVAGE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 19, 1900. Then personally appeared the above-named John F. Merrill, Fred. S. Gore, James A. Fitton, Walter H. Grose and Ezra E. Savage, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT F. HAYDEN,
Justice of the Peace.

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$107,243 44
Operating expenses,	67,625 07
GROSS INCOME ABOVE OPERATING EXPENSES,	\$39,618 37
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,250 00
Interest and discount on unfunded debts and loans,	2,827 39
Taxes, State and local,	\$7,404 42
Taxes, commutation,	2,040 79
	9,445 21
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	13,522 60
NET DIVISIBLE INCOME,	\$26,095 77
Dividends declared (8 per cent),	24,000 00
Surplus for the year ending September 30, 1900,	\$2,095 77
Amount of surplus September 30, 1899,	29,545 13
Debits to profit and loss account during the year: depreciation, horse account,	300 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$31,340 90
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$104,293 40
Receipts from carriage of mails,	1,606 11
Receipts from rentals of buildings and other property,	973 50
Receipts from advertising in cars,	336 00
Other earnings from operation: sand,	34 43
GROSS EARNINGS FROM OPERATION,	\$107,243 44
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$4,700 00
General office expenses and supplies,	1,735 34

General expenses — <i>Concluded.</i>		
Insurance,		\$1,247 70
Other general expenses: water rent,		164 23
Maintenance of roadway and buildings:		
Repair of roadbed and track,		4,798 99
Repair of electric line construction,		829 35
Removal of snow and ice,		1,032 08
Repair of buildings,		495 97
Maintenance of equipment:		
Repair of cars and other vehicles,		4,419 36
Repair of electric equipment of cars,		3,509 39
Transportation expenses:		
Cost of electric motive power,		13,540 47
Provender for horses,		323 33
Wages and compensation of persons employed in conducting transportation,		30,422 93
Damages for injuries to persons and property,		405 93
TOTAL OPERATING EXPENSES,		\$67,625 07
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 32,095 feet),	\$96,767 38	
New electric line construction (length, 32,095 feet),	15,873 07	
TOTAL ADDITIONS TO RAILWAY,		\$112,640 45
Additions to equipment:		
Additional cars (8 in number),	\$14,663 85	
Electric equipment of same,	13,066 58	
Other additional rolling stock and vehicles,	800 00	
Other additions to equipment: sundry equipment,	443 19	
TOTAL ADDITIONS TO EQUIPMENT,		28,973 62
Additions to land and buildings:		
Additional land necessary for operation of railway,	\$3,929 68	
New electric power stations, including machinery, etc.,	11,534 93	
Other new buildings necessary for operation of railway,	8,500 00	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		23,964 61
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$165,578 68
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Car equipment, horse car sold,	\$15 00	
Bridges, bridge materials sold,	39 73	
Power house, scrap metal sold,	12 00	
Track construction, rail sold,	357 13	
Horse account, depreciation,	300 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		723 86
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$164,854 82

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$282,355 13	
Electric line construction, including poles, wiring, feeder lines, etc.,	48,645 49	
Engineering and other expenses incident to construction,	10,872 47	
TOTAL COST OF RAILWAY OWNED,		\$341,873 09
Cost of equipment:		
Cars and other rolling stock and vehicles, . .	\$53,591 16	
Electric equipment of same,	49,828 55	
Horses,	280 00	
Other items of equipment: sundry equip- ment,	9,716 38	
TOTAL COST OF EQUIPMENT OWNED,		113,416 09
Cost of land and buildings:		
Land necessary for operation of railway, . .	\$17,960 90	
Electric power stations, including equip- ment,	58,223 32	
Other buildings necessary for operation of railway,	34,422 18	
TOTAL COST OF LAND AND BUILDINGS OWNED, . .		110,606 40
Other permanent property: pleasure resort,		2,010 76
TOTAL PERMANENT INVESTMENTS,		\$567,906 34
Cash and current assets: cash,		2,075 17
Miscellaneous assets: materials and supplies,		1,359 39
TOTAL,		\$571,340 90
LIABILITIES.		CR.
Capital stock,		\$300,000 00
Funded debt,		225,000 00
Current liabilities: loans and notes payable,		15,000 00
Profit and Loss balance (surplus),		31,340 90
TOTAL,		\$571,340 90
CAPITAL STOCK.		
Capital stock authorized by law,	\$300,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock issued and outstanding,		\$300,000 00
Number of shares issued and outstanding,	3,000	
Number of stockholders,	181	
Number of stockholders in Massachusetts,	153	
Amount of stock held in Massachusetts,	\$265,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds, . . .	Per Cent. 5	April 1, 1909,	\$25,000 00	\$1,250 00
First mortgage bonds, . . .	4½	June 1, 1910,	200,000 00	-
TOTALS,			\$225,000 00	\$1,250 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,085,868
Number carried per mile of main railway track operated, .	90,674
Number of round trips run,	59,061
Number of car miles run,	583,287
Average number of persons employed,	72

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Penders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	17	1	18	18	18	40
Open passenger cars,	21	-	21	21	-	24
TOTAL,	38	1	39	39	18	64
Mail cars,	1	-	-	1	1	2
Work cars,	5	-	-	-	-	2
Other cars,	3	-	-	3	-	6
TOTAL,	9	-	-	4	1	10
Snow ploughs,	2	-	-	-	-	4

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	5
Other highway vehicles: 1 buggy, 1 sleigh, 1 wagon, . . .	3
Horses,	3
Harnesses (double, 2; single, 2),	4
Other items of equipment: tower wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	23.004 miles.
Length of sidings, switches, etc.,	1.630 "
Total, computed as single track,	24.634 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	4.064 miles.
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System of electric motive power in use by the company: single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Northampton, Easthampton and Williamsburg.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, at Haydenville,*	1	1
With Boston & Maine Railroad, at Mt. Tom,*	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	3	-	5
Employees,	-	1	-	1	-	2
Other persons,	-	-	-	1	-	1
TOTALS,	-	3	-	5	-	8

STATEMENT OF EACH ACCIDENT.

Jan. 11, 1900. — Woman alighting from car fell and sprained ankle.

February 6. — Woman fell on floor of car; lips slightly cut.

March 26. — Child ran across track and was struck by car; injuries slight.

April 4. — Woman attempted to board moving car and fell; slight injury to hip.

* Both of above are switch tracks used for freight alone, the crossing at Haydenville being used once a day only.

April 10. — Man hit on head by small piece of metal from platform canopy; injuries not serious.

May 14. — Woman caught arm between post and seat back, wrenching it slightly.

June 10. — Engineer at power station had finger crushed while oiling engine.

July 2. — Man had forefinger of right hand badly jammed while cutting rail.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON STREET RAILWAY COMPANY,
NORTHAMPTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Newrie D. Winter, *Vice-President and Treasurer*, Springfield, Mass. Henry P. Field, *Clerk of Corporation*, Northampton, Mass. John C. Hammond, *General Counsel*, Northampton, Mass. Edwin C. Clark, *Superintendent*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. John C. Hammond, Northampton, Mass. Henry M. Tyler, Northampton, Mass. John A. Sullivan, Northampton, Mass. Newrie D. Winter, Springfield, Mass. Frank H. Goldthwait, Springfield, Mass. George W. Cook, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,
JOHN C. HAMMOND,
J. A. SULLIVAN,
HENRY M. TYLER,
F. H. GOLDTHWAIT,
GEO. W. COOK,
N. D. WINTER,
N. D. WINTER,
EDWIN C. CLARK,
Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, SS. OCT. 9, 1900. Then personally appeared the above-named John Olmsted, John C. Hammond, J. A. Sullivan, Henry M. Tyler, F. H. Goldthwait, Geo. W. Cook, N. D. Winter and Edwin C. Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY P. FIELD,
Justice of the Peace.

REPORT

OF THE

NORTHAMPTON & AMHERST STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation January 22, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$20,444 53
Operating expenses,	15,809 00
GROSS INCOME ABOVE OPERATING EXPENSES,	\$4,635 53
Charges upon income accrued during the year: interest and discount on unfunded debts and loans,	2,180 00
Surplus for the year ending September 30, 1900,	\$2,455 53
Credits to profit and loss account during the year: by contribution from stockholders to make up impairment of capital,	\$10,627 46
Debits to profit and loss account during the year: charged off on property accounts and on engineering and other expenses account,	10,627 46
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$2,455 53
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$20,444 53
GROSS EARNINGS FROM OPERATION,	\$20,444 53
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$815 46
General office expenses and supplies,	219 79
Insurance,	442 19
Other general expenses:	
Telegraph, telephone, car fares, advertising, etc.,	188 53
Flagman at railroad crossing,	311 25
Maintenance of roadway and buildings:	
Repair of roadbed and track,	760 73
Repair of electric line construction,	173 21
Removal of snow and ice,	42 10
Repair of buildings,	172 93

Maintenance of equipment:	
Repair of cars and other vehicles,	\$640 59
Repair of electric equipment of cars,	700 35
Transportation expenses:	
Cost of electric motive power,	5,305 96
Wages and compensation of persons employed in conducting transportation,	4,759 76
Damages for injuries to persons and property,	10 95
Other transportation expenses: transfer team and omnibus across Connecticut River,	1,265 20
TOTAL OPERATING EXPENSES,	\$15,809 00

PROPERTY ACCOUNTS.

Additions to railway:*	
Extension of tracks (length, 55,379 feet) and new electric line construction (length, 55,379 feet),	\$52,933 20
Other additions to railway:	
Hadley Bridge approaches,	299 23
Hatfield line,	32,367 74
Interest,	930 00
Engineering,	12,450 00
TOTAL ADDITIONS TO RAILWAY,	\$98,980 17
Additions to equipment:*	
Additional cars (11 in number), electric equipment of same and other additional rolling stock and vehicles (2 work cars, 2 snow ploughs),	\$41,317 42
Other additions to equipment: horse, wagon, etc.,	300 00
TOTAL ADDITIONS TO EQUIPMENT,	41,617 42
Additions to land and buildings:*	
Additional land necessary for operation of railway,	\$3,800 00
New electric power stations, including machinery, etc.,	17,125 60
Other new buildings necessary for operation of railway,	3,150 00
TOTAL ADDITIONS TO LAND AND BUILDINGS,	24,075 60
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$164,673 19
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Roadbed and tracks,	\$5,627 46
Cars and equipment,	1,000 00
Machinery, electric power station,	1,000 00
Engineering charged off,	3,000 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	10,627 46
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$154,045 73

* These items cover the construction and equipment of so much of the road as is now completed. At time for last annual report, road was reported as in process of construction.

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$91,239 57	
Electric line construction, including poles, wiring, feeder lines, etc.,	26,327 89	
Interest accrued during construction of railway,	930 00	
Engineering and other expenses incident to construction,	9,450 00	
Other items of railway cost: Hatfield line construction and Hadley Bridge approaches,	32,666 97	
TOTAL COST OF RAILWAY OWNED,		\$160,614 43
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$40,317 42	
Horse, wagon, etc.,	300 00	
TOTAL COST OF EQUIPMENT OWNED,		40,617 42
Cost of land and buildings:		
Land necessary for operation of railway,	\$3,800 00	
Electric power stations, including equipment,	16,125 60	
Other buildings necessary for operation of railway,	3,150 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		23,075 60
TOTAL PERMANENT INVESTMENTS,		\$224,307 45
Cash and current assets:		
Cash,	\$2,463 04	
Bills and accounts receivable (advertising contract),	150 00	
TOTAL CASH AND CURRENT ASSETS,		2,613 04
Miscellaneous assets:		
Extra rails, wire, ties, etc.,	\$3,289 33	
Safe, office furniture, etc.,	250 00	
TOTAL MISCELLANEOUS ASSETS,		3,539 33
TOTAL,		\$230,459 82
	LIABILITIES.	CR.
Capital stock,		\$80,000 00
Funded debt,		60,000 00
Current liabilities:		
Loans and notes payable,	\$87,265 59	
Audited vouchers and accounts,	356 17	
TOTAL CURRENT LIABILITIES,		87,621 76
Accrued liabilities:		
Interest accrued and not yet due,	\$250 00	
Taxes accrued and not yet due,	113 78	
Rentals accrued and not yet due,	18 75	
TOTAL ACCRUED LIABILITIES,		382 53
Profit and Loss balance (surplus),		2,455 53
TOTAL,		\$230,459 82

CAPITAL STOCK.

Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding,		\$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	12	
Number of stockholders in Massachusetts,	8	
Amount of stock held in Massachusetts,	\$29,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds (20-year, subject to call after 10 years at 105).	Per Cent. 5	Sept. 1, 1920,	\$60,000 00	Issued Sept. 1, 1900.

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	408,864
Number carried per mile of main railway track operated, .	40,482
Number of round trips run,	8,559
Number of car miles run,	128,520
Average number of persons employed,	14
Company commenced operation January 22, 1900, on Amherst line; July 7, 1900, on Laurel Park line.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Penders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	5	5	5	10
Open passenger cars,	6	6	-	12
TOTAL,	11	11	5	22
Work cars,	2	1	-	2
Snow ploughs,	2	-	-	4

MISCELLANEOUS EQUIPMENT.

Barges and omnibuses,	1
Other highway vehicles: wagon,	1
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,*	10.100 miles.
Length of sidings, switches, etc., . . . . .	.380 "
Total, computed as single track,	10.480 "

System of electric motive power in use by the company: Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Northampton, Hadley and Amherst.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

A lady, getting off car at standstill, slipped on gravel sidewalk and sprained her ankle.

A man, while intoxicated, lost his hat from car in motion and jumped from car without requesting conductor to stop; injured his ear slightly.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON & AMHERST STREET RAILWAY COMPANY,
NORTHAMPTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Benjamin E. Cook, *Vice-President*, Northampton, Mass. Cyrus W. Wyman, *Treasurer and Clerk of Corporation*, Brattleboro, Vt. W. F. Carty, *Assistant Superintendent*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Marcus A. Coolidge, Fitchburg, Mass. Edward C. Crosby, Brattleboro, Vt. Cyrus W. Wyman, Brattleboro, Vt. Henry L. Williams, Northampton, Mass. Clarence K. Graves, Northampton, Mass. Benjamin E. Cook, Northampton, Mass.

* About 4 miles more are now under construction, to be completed by December 1, 1900.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,
C. W. WYMAN,
B. E. COOK,
C. K. GRAVES,
HENRY L. WILLIAMS,
MARCUS A. COOLIDGE,
EDWARD C. CROSBY,

Directors.

CYRUS W. WYMAN,

Treasurer.

WILLIAM F. CARTY,

Assistant Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, SS. NORTHAMPTON, Oct. 26, 1900. Then personally appeared the above-named Frederic S. Coolidge, B. E. Cook, C. K. Graves, Henry L. Williams, Marcus A. Coolidge and William F. Carty, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RICHARD W. IRWIN,

Justice of the Peace.

STATE OF VERMONT.

WINDHAM COUNTY, SS. Subscribed and sworn to before me by the said Edward C. Crosby and Cyrus W. Wyman, this twenty-seventh day of October, A.D. 1900.

WILLIAM S. NEWTON,

Notary Public.

REPORT

OF THE

NORTH END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$8,000 00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization,	\$50 00
Interest on funded debt,	3,750 00
Other expenses and charges upon income: treasurer's bond,	10 00
TOTAL EXPENSES AND CHARGES UPON INCOME,	3,810 00
NET DIVISIBLE INCOME,	\$4,190 00
Dividends declared ($3\frac{1}{2}$ per cent),	4,125 00
Surplus for the year ending September 30, 1900,	\$65 00
Amount of deficit September 30, 1899,	19,284 42
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$19,219 42

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$86,552 86	
Electric line construction, including poles, wiring, feeder lines, etc.,	13,927 42	
TOTAL COST OF RAILWAY OWNED,		\$100,480 28
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$12,700 00	
Electric equipment of same,	20,750 00	
Horses,	100 00	
Other items of equipment,	17,805 04	
TOTAL COST OF EQUIPMENT OWNED,		51,355 04

Cost of land and buildings :		
Land necessary for operation of railway,	\$6,194 70	
Buildings necessary for operation of railway,	7,480 06	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$13,674 76
TOTAL PERMANENT INVESTMENTS,		\$165,510 08
Cash and current assets : cash,		270 50
Profit and Loss balance (deficit),		19,219 42
TOTAL,		\$185,000 00
<hr/>		
LIABILITIES.		CR.
Capital stock,		\$110,000 00
Funded debt,		75,000 00
TOTAL,		\$185,000 00
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law,	\$110,000 00	
Capital stock authorized by votes of company,	110,000 00	
Capital stock issued and outstanding,		\$110,000 00
Number of shares issued and outstanding,	1,100	
Number of stockholders,	18	
Number of stockholders in Massachusetts,	18	
Amount of stock held in Massachusetts,	\$110,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Feb. 1, 1915, .	\$75,000 00	\$3,750 00

RAILWAY OWNED.

Length of railway line,	4.995 miles.
Length of sidings, switches, etc., . . . . .	.135 "
Total, computed as single track,	5.130 "

Names of the several cities and towns in which the railway owned by the company is located : Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH END STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles A. Chase, *President*, Worcester, Mass. Thomas G. Kent, *Vice-President*, Worcester, Mass. George A. Smith, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Chase, Worcester, Mass. Stephen Salisbury, Worcester, Mass. Thomas H. Gage, Worcester, Mass. Thomas G. Kent, Worcester, Mass. Albert Wood, Worcester, Mass. Hosea M. Quinby, Worcester, Mass. Waldo Lincoln, Worcester, Mass. Edwin P. Curtis, Worcester, Mass. Henry S. Pratt, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES A. CHASE,
THOMAS G. KENT,
THOMAS H. GAGE,
HENRY S. PRATT,
STEPHEN SALISBURY,
Directors.
GEORGE A. SMITH,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 3, 1900. Then personally appeared the above-named Charles A. Chase, Thomas G. Kent, Thomas H. Gage, Henry S. Pratt, George A. Smith and Stephen Salisbury, and severally made oath or affirmation that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

LUTHER M. LOVELL,
Justice of the Peace.

REPORT

OF THE

NORTH WOBURN STREET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$50,172 23
Operating expenses,	25,948 04
GROSS INCOME ABOVE OPERATING EXPENSES,	\$24,224 19
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$6,816 08
Taxes, State and local, \$1,220 23	
Taxes, commutation, 999 48	
	2,219 71
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	9,035 79
Surplus for the year ending September 30, 1900,	\$15,188 40
Amount of deficit September 30, 1899,	5,647 73
Credits to profit and loss account during the year: adjustment of accounts,	\$168 31
Debits to profit and loss account during the year: reconstruction,	8,000 00
NET AMOUNT DEBITED TO PROFIT AND LOSS,	7,831 69
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$1,708 98
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$49,974 00
Receipts from tolls for use of tracks by other companies,	74 73
Receipts from rentals of buildings and other property,	10 00
Receipts from advertising in cars,	112 50
Other earnings from operation: miscellaneous,	1 00
GROSS EARNINGS FROM OPERATION,	\$50,172 23
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$526 34
General office expenses and supplies,	40 96

General expenses — <i>Concluded.</i>		
Legal expenses,		\$9 08
Insurance,		2,782 61
Other general expenses: advertising, \$5; miscellaneous general expense, \$305.54; internal revenue, \$67.52, . .		378 06
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,464 80
Repair of electric line construction,		217 59
Removal of snow and ice,		261 53
Repair of buildings,		26 20
Maintenance of equipment:		
Repair of cars and other vehicles,		1,048 17
Repair of electric equipment of cars,		796 98
Renewal of horses, harnesses, shoeing, etc.,		152 04
Transportation expenses:		
Cost of electric motive power,		7,272 27
Wages and compensation of persons employed in conduct- ing transportation,		9,126 72
Damages for injuries to persons and property,		514 77
Tolls for trackage over other railways,		444 47
Rentals of buildings and other property,		45 00
Other transportation expenses: car service supplies, \$150.04; miscellaneous car service expense, \$167.48; cleaning, oil and sanding track, \$522.93,		840 45
TOTAL OPERATING EXPENSES,		\$25,948 04
PROPERTY ACCOUNTS.		
Additions to railway: reconstruction,		\$21,458 66
Additions to equipment:		
Electric equipment of snow plough,	\$1,441 63	
Other additional rolling stock and vehicles: snow plough,	750 00	
TOTAL ADDITIONS TO EQUIPMENT,		2,191 63
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$23,650 29
Deductions from property accounts (property sold or reduced in valuation and cred- ited to property accounts):		
Overhead line, sale of reels,	\$40 00	
Reconstruction,	8,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		8,040 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$15,610 29
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$150,319 81	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,695 19	
Other items of railway cost: reconstruction,	34,841 22	
TOTAL COST OF RAILWAY OWNED,		\$186,856 22

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$12,855 20	
Electric equipment of same,	18,154 48	
Horses,	150 00	
Other items of equipment: harnesses, \$98.82; office furniture, \$238.50,	337 32	
TOTAL COST OF EQUIPMENT OWNED,		\$31,497 00
Cost of land and buildings: land and buildings necessary for operation of railway,		13,140 64
TOTAL PERMANENT INVESTMENTS,		\$231,493 86
Cash and current assets:		
Cash,	\$3,116 06	
Bills and accounts receivable,	195 35	
TOTAL CASH AND CURRENT ASSETS,		3,311 41
Miscellaneous assets:		
Materials and supplies,	\$93 34	
Other assets and property: prepaid taxes, \$305.80; fire insurance premium, \$37.06; prepaid miscellaneous interest, \$75.20,	418 06	
TOTAL MISCELLANEOUS ASSETS,		511 40
TOTAL,		\$235,316 67
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Current liabilities:		
Loans and notes payable,	\$112,250 00	
Audited vouchers and accounts,	20,358 21	
TOTAL CURRENT LIABILITIES,		132,608 21
Accrued liabilities: taxes accrued and not yet due,		999 48
Profit and Loss balance (surplus),		1,708 98
TOTAL,		\$235,316 67
CAPITAL STOCK.		
Capital stock authorized by law,	\$200,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$100,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	999,480
Number carried per mile of main railway track operated,	129,466
Number of round trips run,	13,745
Number of car miles run,	201,185
Average number of persons employed,	18

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with Stoves.	Number of Motors.
Box passenger cars,	5	4	9	5	2	3	-
Open passenger cars,	6	3	9	6	-	-	-
TOTAL,	11	7	18	11	2	3	18
Snow ploughs,	3	2	-	-	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other highway vehicles: 1 leveller, 1 express wagon, 1 tower wagon, 1 pung,	4
Horses,	1
Harnesses (double, 1; single, 2),	3

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	7.258	.462	7.720
Length of sidings, switches, etc., . . . . .	.425	-	.425
TOTAL, COMPUTED AS SINGLE TRACK,	7.683	.462	8.145

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Medford, Winchester and Woburn.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With Boston & Maine Railroad, Winchester (Centre),	4	1
With Boston & Maine Railroad, Woburn (Baldwin's),	2	1
With Boston & Maine Railroad, Woburn (Centre),	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

Nov. 8, 1899. — Man hurt by jumping from moving car.

Feb. 18, 1900. — Slight collision between car and sleigh; driver bruised.

April 28. — Man hurt while boarding moving car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH WOBURN STREET RAILROAD COMPANY,

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. F. Breed (deceased), *President*. E. C. Foster, *Vice-President and General Manager*, 14 Kilby Street, Boston, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. E. L. Stone, *Clerk of Corporation*, 14 Kilby Street, Boston, Mass. J. S. Brackett, *Superintendent*, North Woburn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Amos F. Breed (deceased). Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Gilman F. Jones, Woburn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. GOODSPEED,
ELWIN C. FOSTER,
Directors.
CHARLES WILLIAMS,
Treasurer.
ELWIN C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named P. F. Sullivan, J. H. Goodspeed, Elwin C. Foster and Chas. Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

NORTON & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		\$49,059 42
Operating expenses,		41,021 28
GROSS INCOME ABOVE OPERATING EXPENSES,		\$8,038 14
Charges upon income accrued during the year:		
Interest on funded debt,	\$13,166 67	
Interest and discount on unfunded debts and loans,	143 42	
Taxes, State and local,	\$2,289 68	
Taxes, commutation,	432 52	
	2,722 20	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .		16,032 29
Deficit for the year ending September 30, 1900,		\$7,994 15
Amount of deficit September 30, 1899,		14,831 55
		\$22,825 70
Credits to profit and loss account during the year: creditors' committee account, . .	\$96,430 32	
Debits to profit and loss account during the year:		
Power house and equipment, \$10,876.50; bond discount, \$24,000; buildings, \$4,673 32; electric line, overhead, \$8,067; engineering and expense, \$13,159.02,	\$60,775 84	
Rolling stock, \$12,659.69; operating expense, \$791.21; cash, \$923.99,	14,374 89	
TOTAL DEBITS,		75,150 73
NET AMOUNT CREDITED TO PROFIT AND LOSS,		21,279 59
TOTAL DEFICIT SEPTEMBER 30, 1900,		\$1,546 11

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$48,555 30
Receipts from rentals of buildings and other property,	150 00
Receipts from advertising in cars,	125 00
Other earnings from operation: sale of metal,	229 12

GROSS EARNINGS FROM OPERATION,	\$49,059 42
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EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$2,355 00
General office expenses and supplies,	178 20
Legal expenses,	552 61
Insurance,	519 75
Other general expenses: printing,	65 20
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,147 00
Repair of electric line construction,	246 50
Removal of snow and ice,	976 20
Repair of buildings,	56 80
Maintenance of equipment:	
Repair of cars and other vehicles,	3,434 15
Repair of electric equipment of cars,	3,168 25
Transportation expenses:	
Cost of electric motive power,	10,654 23
Wages and compensation of persons employed in conducting transportation,	14,456 25
Damages for injuries to persons and property,	85 50
Tolls for trackage over other railways,	1,219 44
Rentals of buildings and other property,	344 00
Other transportation expenses: freight and cartage, contracts,	562 20
TOTAL OPERATING EXPENSES,	\$41,021 28

PROPERTY ACCOUNTS.

Additions to equipment: rolling stock and vehicles,	\$127 25
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TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$127 25
---	----------

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

Bond discount,	\$24,000 00
Buildings,	4,673 32
Electric line, overhead,	8,067 00
Engineering and expense,	13,159 02
Power house and equipment,	10,876 50
Rolling stock,	12,659 69

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	73,435 53
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NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,	\$73,308 28
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GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$364,165	22
Electric line construction, including poles, wiring, feeder lines, etc.,	82,500	00
Interest accrued during construction of railway,	3,122	26
Engineering and other expenses incident to construction,	18,700	74
TOTAL COST OF RAILWAY OWNED,		\$468,488 22
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$33,680	94
Electric equipment of same,	16,831	25
Other items of equipment: 1 rotary and 3 nose ploughs,	5,255	50
TOTAL COST OF EQUIPMENT OWNED,		55,767 69
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,502	50
Electric power stations, including equipment,	53,000	00
Other buildings necessary for operation of railway,	14,513	80
TOTAL COST OF LAND AND BUILDINGS OWNED,		69,016 30
Other permanent property: telephone line,		320 00
TOTAL PERMANENT INVESTMENTS,		\$593,592 21
Cash and current assets:		
Cash,	\$5,748	74
Bills and accounts receivable,	162	50
TOTAL CASH AND CURRENT ASSETS,		5,911 24
Miscellaneous assets: materials and supplies,		1,718 45
Profit and Loss balance (deficit),		1,546 11
TOTAL,		\$602,768 01
LIABILITIES.		Cr.
Capital stock,		\$297,000 00
Funded debt,		296,000 00
Current liabilities:		
Audited vouchers and accounts,	\$311	66
Matured interest coupons unpaid (including coupons due October 1),	7,166	67
TOTAL CURRENT LIABILITIES,		7,478 33
Accrued liabilities: taxes accrued and not yet due,		2,289 68
TOTAL,		\$602,768 01
CAPITAL STOCK.		
Capital stock authorized by law,	\$297,000	00
Capital stock authorized by votes of company,	297,000	00
Capital stock issued and outstanding,		\$297,000 00
Number of shares issued and outstanding,	2,970	
Number of stockholders,	72	
Number of stockholders in Massachusetts,	71	
Amount of stock held in Massachusetts,	\$257,000	00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds, . . .	Per Cent. 5	May 1, 1920,	\$296,000 00	\$8,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	971,017
Number carried per mile of main railway track operated, .	33,020
Number of round trips run,	25,654
Number of car miles run,	381,684
Average number of persons employed,	55

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	10	10	20
Open passenger cars,	8	8	-	14
TOTAL,	18	18	10	34
Work cars,	1	1	-	2
Other cars,	1	1	-	-
TOTAL,	2	2	-	2
Snow ploughs,	4	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 29.000	Miles. .407	Miles. 29.407
Length of sidings, switches, etc., . . . . .	.830	-	.830
TOTAL, COMPUTED AS SINGLE TRACK,	29.830	.407	30.237

System of electric motive power in use by the company: Walker, General Electric and Johnson.

Names of the several cities and towns in which the railways operated by the company are located: Norton, Attleborough, Mansfield, Easton and Taunton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Main Street (Norton Furnace),	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	1	1	1
TOTALS,	-	-	1	1	1	1

STATEMENT OF EACH ACCIDENT.

March 25, 1900. — Woman named Bella Flint jumped from side of highway in front of moving car; killed instantly.

September 23. — Chester Chase, riding bicycle, ran into moving car; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTON & TAUNTON STREET RAILWAY COMPANY,
NORTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel Coolidge, *President*, Lorain, O. George L. Wetherell, *Vice-President*, Chartley, Mass. Andrew H. Sweet, *Treasurer*, Norton, Mass. Edward D. Hewins, *Clerk of Corporation*, Boston, Mass. James A. Stiles, *General Counsel and Auditor*, Gardner, Mass. Albion R. Hallowell, *Superintendent*, Norton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel Coolidge, Lorain, O. George L. Wetherell, Chartley, Mass. Andrew H. Sweet, Norton, Mass. Frank P. Barney, Norton, Mass. James A. Stiles, Gardner, Mass. David E. Harding, Mansfield, Mass. Lemuel K. Wilbur, Easton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. L. WETHERELL,
FRANK P. BARNEY,
ANDREW H. SWEET,
JAMES A. STILES,
DAVID E. HARDING,
LEMUEL K. WILBUR,

Directors.

ANDREW H. SWEET,

Treasurer.

ALBION R. HALLOWELL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 1, 1900. Then personally appeared the above-named Geo. L. Wetherell, Andrew H. Sweet and Frank P. Barney, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JACOB A. LEONARD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 1, 1900. Then personally appeared the above-named David E. Harding, Lemuel K. Wilbur and Albion R. Hallowell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 3, 1900. Then personally came the above-named James A. Stiles, and made oath that the foregoing certificate by him signed, to the best of his knowledge and belief, is true.

RUTH H. LANE,

Special Commissioner.

REPORT

OF THE

NORWOOD, CANTON & SHARON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$3,885 95	
Engineering and other expenses incident to construction,	1,090 10	
TOTAL COST OF RAILWAY OWNED,		\$4,976 05
Cash and current assets:		
Cash,	\$54,523 95	
Bills and accounts receivable,	6,327 53	
TOTAL CASH AND CURRENT ASSETS,		60,851 48
TOTAL,		\$65,827 53
LIABILITIES.		Cr.
Capital stock,		\$62,500 00
Current liabilities: audited vouchers and accounts,		3,125 78
Accrued liabilities: taxes accrued and not yet due,		201 75
TOTAL,		\$65,827 53
CAPITAL STOCK.		
Capital stock authorized by law,	\$125,000 00	
Capital stock authorized by votes of company,	125,000 00	
Amount paid in on 1,250 shares not yet issued,		\$62,500 00
Number of stockholders,	21	
Number of stockholders in Massachusetts,	21	
Amount of stock held in Massachusetts,	\$62,500 00	

Names of the several cities and towns in which the railway owned by the company is located: Westwood, Norwood, Canton and Sharon.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWOOD, CANTON & SHARON STREET RAILWAY COMPANY,
170 SUMMER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William O. Faxon, *President*, Stoughton, Mass. John F. Perry, *Treasurer*,
Box 2772, Boston, Mass. Thomas E. Clary, *Clerk of Corporation*, Norwood,
Mass. Charles F. Jenney, *General Counsel*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William O. Faxon, Stoughton, Mass. John F. Perry, Brookline, Mass.
Henry N. Bates, Hyde Park, Mass. Amos H. Brainard, Hyde Park, Mass.
Thomas E. Clary, Norwood, Mass. Warren Hunt, Rockland, Mass. Albert
B. Stearns (Jamaica Plain), Boston, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

WILLIAM O. FAXON,
JOHN F. PERRY,
HENRY N. BATES,
AMOS H. BRAINARD,
THOMAS E. CLARY,
WARREN HUNT,
ALBERT B. STEARNS,
Directors.
JOHN F. PERRY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. NOV. 30, 1900. Then personally appeared the above-named
William O. Faxon, John F. Perry, Henry N. Bates, Amos H. Brainard, Thomas
E. Clary, Warren Hunt and Albert B. Stearns, and severally made oath that
the foregoing certificate by them subscribed is, to the best of their knowledge
and belief, true.

Before me,

CHARLES F. JENNEY,
Justice of the Peace.

REPORT

OF THE

PALMER & MONSON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$35,882 69
Operating expenses,	27,329 68
NET EARNINGS FROM OPERATION,	\$8,553 01
Miscellaneous income: park receipts,	3,891 43
GROSS INCOME ABOVE OPERATING EXPENSES,	\$12,444 44
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$2,840 98
Taxes, State and local,	1,187 31
Other deductions from income: park expense,	4,420 02
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	8,448 31
Surplus for the year ending September 30, 1900,	\$3,996 13
Amount of deficit September 30, 1899,	5,622 34
Credits to profit and loss account during the year: supplies not inventoried September 30, 1899,	1,914 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$287 79
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$35,706 61
Receipts from carriage of mails,	59 44
Receipts from advertising in cars,	116 64
GROSS EARNINGS FROM OPERATION,	\$35,882 69
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,731 04
General office expenses and supplies,	496 60
Insurance,	870 22
Other general expenses: office rent, \$90; general expenses, \$752.12,	842 12

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$1,300 95
Repair of electric line construction,	125 59
Removal of snow and ice,	123 76
Repair of buildings,	14 92
Maintenance of equipment:	
Repair of cars and other vehicles,	1,179 74
Repair of electric equipment of cars,	592 47
Transportation expenses:	
Cost of electric motive power,	8,066 26
Wages and compensation of persons employed in conducting transportation,	11,513 76
Damages for injuries to persons and property,	47 35
Other transportation expenses: fuel, \$51.55; water, \$19.40; supplies, \$353.95,	424 90
TOTAL OPERATING EXPENSES,	\$27,329 68

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks,	\$145,352 15
New electric line construction,	53,612 97
Other additions to railway: interest, engineering, etc.,	6,240 36
TOTAL ADDITIONS TO RAILWAY,	\$205,205 48
Additions to equipment:	
Additional cars (6 in number),	\$12,091 45
Electric equipment of same,	13,873 10
Other additional rolling stock and vehicles: snow plough,	1,289 20
TOTAL ADDITIONS TO EQUIPMENT,	27,253 75
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$4,555 74
Additional equipment of power stations,	26,577 68
New buildings necessary for operation of railway,	1,570 37
TOTAL ADDITIONS TO LAND AND BUILDINGS,	32,703 79
Additions to other permanent property: Forest Park property,	19,137 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$284,300 02
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of generator,	800 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$283,500 02

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks,	\$189,330 75
Electric line construction, including poles, wiring, feeder lines, etc.,	70,579 85
Interest accrued during construction of railway,	6,341 08

Cost of railway — <i>Concluded.</i>		
Engineering and other expenses incident to construction,	\$5,187 91	
Other items of railway cost:		
Organization expenses,	3,873 99	
Legal expenses incident to construction,	2,097 35	
TOTAL COST OF RAILWAY OWNED,		\$277,410 93
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$25,833 78	
Electric equipment of same,	25,075 13	
Other items of equipment: snow ploughs,	2,137 21	
TOTAL COST OF EQUIPMENT OWNED,		53,046 12
Cost of land and buildings:		
Land necessary for operation of railway,	\$5,055 74	
Electric power stations, including equipment,	29,799 87	
Other buildings necessary for operation of railway,	4,748 35	
TOTAL COST OF LAND AND BUILDINGS OWNED,		39,603 96
Other permanent property: Forest Park property,		19,137 00
TOTAL PERMANENT INVESTMENTS,		\$389,198 01
Cash and current assets:		
Cash,	\$1,934 74	
Bills and accounts receivable,	214 81	
Other cash and current assets: unexpired insurance,	1,089 50	
TOTAL CASH AND CURRENT ASSETS,		3,239 05
Miscellaneous assets:		
Materials and supplies,	\$1,037 56	
Other assets and property: tools and personal property,	1,243 92	
TOTAL MISCELLANEOUS ASSETS,		2,281 48
TOTAL,		\$394,718 54
LIABILITIES.		Cr.
Capital stock,		\$60,000 00
Current liabilities:		
Loans and notes payable,	\$323,112 60	
Audited vouchers and accounts,	11,318 15	
TOTAL CURRENT LIABILITIES,		334,430 75
Profit and Loss balance (surplus),		287 79
TOTAL,		\$394,718 54
CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	60,000 00	
Capital stock issued and outstanding,		\$60,000 00
Number of shares issued and outstanding,	600	
Number of stockholders,	107	
Number of stockholders in Massachusetts,	102	
Amount of stock held in Massachusetts,	\$56,400 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	699,191
Number carried per mile of main railway track operated, .	35,850
Number of round trips run,	20,707
Number of car miles run,	221,465
Average number of persons employed,	33

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	7	7	-
Open passenger cars,	15	-	-
TOTAL,	22	7	44
Work cars,	4	-	-
Snow ploughs,	2	-	-

MISCELLANEOUS EQUIPMENT.

Other highway vehicles: democrat wagon,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	19.503 miles.
Length of sidings, switches, etc., . . . . .	.572 "
Total, computed as single track,	20.075 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	3.553 miles.
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System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Palmer, Monson and Ware.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With Ware River Branch, Boston & Albany Railroad, near Town House,	1	1
Number of above crossings at which frogs are inserted in the tracks,		
		1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	9	-	1	-	10
Employees,	-	-	-	-	-	-
Other persons,	-	-	1	3	1	3
TOTALS,	-	9	1	4	1	13

STATEMENT OF EACH ACCIDENT.

Oct. 7, 1899. — Team crossing track was run into by car and driver thrown off; not seriously injured; wagon broken.

April 20, 1900. — Boy tried to jump on front step of car while it was moving, and was thrown from car; right side somewhat bruised.

August 4. — Woman was accidentally pushed, so she fell off car, by a man trying to get off; said her throat was bruised.

August 11. — Man in wagon turned suddenly in front of car moving slowly; car hit wagon, and man was thrown off; injury slight.

August 16. — Man, drunk, asleep one side of track with one foot on rail; car cut off foot, and man afterward died.

August 26. — Head-on collision; eight persons injured, some very slightly, none seriously.

CORPORATE NAME AND ADDRESS OF THE COMPANY

PALMER & MONSON STREET RAILWAY COMPANY,

PALMER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Grosvenor, *President*, Palmer, Mass. Elbridge G. Hastings, *Vice-President*, Palmer, Mass. P. H. Hampson, *Treasurer*, Palmer, Mass. Andrew Pinney, *Clerk of Corporation*, Palmer, Mass. Thomas W. Kenefick, *General Counsel*, Palmer, Mass. A. J. Purinton, *General Manager and Superintendent*, Palmer, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Grosvenor, Palmer, Mass. Elbridge G. Hastings, Palmer, Mass.
Andrew Pinney, Palmer, Mass. Elmer G. Childs, Bondsville, Mass. George
C. Flynt, Monson, Mass. Fred. T. Ley, Springfield, Mass. Allan W. Paige,
Bridgeport, Conn. Hiram E. W. Clark, Thorndike, Mass. Henry M. Clark,
Ware, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALLAN W. PAIGE,
FRED. T. LEY,
CHAS. F. GROSVENOR,
HENRY M. CLARK,
ELBRIDGE G. HASTINGS,
HIRAM E. W. CLARK,
A. PINNEY,
E. G. CHILDS,
GEO. C. FLYNT,
P. H. HAMPSON, *Directors.*
A. J. PURINTON, *Treasurer.*
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Nov. 6, 1900. Then personally appeared the above-named Allan W. Paige, Fred. T. Ley, Chas. F. Grosvenor, Henry M. Clark, Elbridge G. Hastings, Hiram E. W. Clark, A. Pinney, E. G. Childs, Geo. C. Flynt, P. H. Hampson and A. J. Purinton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS W. KENEFICK,
Justice of the Peace.

REPORT

OF THE

PEMBROKE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900

[Commenced operation August 2, 1900. Operated by the Brockton & Plymouth. No income reported.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.			
ASSETS.			DR.
Cost of railway :			
Roadbed and tracks,		\$99,823 33	
Electric line construction, including poles, wiring, feeder lines, etc.,		25,385 55	
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— TOTAL COST OF RAILWAY OWNED,			\$125,208 88
Cash and current assets : cash,			250 00
<hr/>			
TOTAL,			\$125,458 88
<hr/>			
LIABILITIES.			CR.
Capital stock,			\$20,000 00
Current liabilities :			
Loans and notes payable,		\$40,000 00	
Audited vouchers and accounts,		65,458 88	
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TOTAL CURRENT LIABILITIES,			105,458 88
<hr/>			
TOTAL,			\$125,458 88
<hr/>			
CAPITAL STOCK.			
Capital stock authorized by law,		\$20,000 00	
Capital stock authorized by votes of company,		20,000 00	
Capital stock issued and outstanding,			\$20,000 00
Number of shares issued and outstanding,		200	
Number of stockholders,		21	
Number of stockholders in Massachusetts,		21	
Amount of stock held in Massachusetts,		\$20,000 00	

RAILWAY OWNED.

Length of railway line,	7.356 miles.
Length of sidings, switches, etc., . . . . .	.341 "
Total, computed as single track,	7.697 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PEMBROKE STREET RAILWAY COMPANY,

93 FEDERAL STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Oliver E. Chapman, *President*, Plymouth, Mass. Walter E. Damon, *Vice-President*, Bryantville, Mass. Guy E. Tripp, *Treasurer*, Boston, Mass. Eliot Wadsworth, *Clerk of Corporation*, Boston, Mass. Johnson, Clapp & Underwood, *General Counsel*, Boston, Mass. Edmund J. B. Huntoon, *General Manager*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Oliver E. Chapman, Plymouth, Mass. Edmund J. B. Huntoon, Canton, Mass. Eliot Wadsworth, Boston, Mass. William O. Chapman, Canton, Mass. Charles H. French, Canton, Mass. Walter E. Damon, Bryantville, Mass. Guy E. Tripp, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELIOT WADSWORTH,
E. J. B. HUNTOON,
CHARLES H. FRENCH,
Directors.
GUY E. TRIPP, *Treasurer.*
E. J. B. HUNTOON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 1, 1900. Then personally appeared the above-named Eliot Wadsworth, E. J. B. Huntoon, Guy E. Tripp and Chas. H. French, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

KARL A. ANDRÉN,
Justice of the Peace.

REPORT

OF THE

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$79,652 49
Operating expenses,	64,650 40
NET EARNINGS FROM OPERATION,	\$15,002 09
Miscellaneous income: rentals,	300 52
GROSS INCOME ABOVE OPERATING EXPENSES,	\$15,302 61
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,700 00
Interest and discount on unfunded debts and loans,	677 03
Taxes, State and local,	3,857 65
Other deductions from income: pleasure grounds,	162 65
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	7,397 33
NET DIVISIBLE INCOME,	\$7,905 28
Dividends declared (6 per cent),	4,800 00
Surplus for the year ending September 30, 1900,	\$3,105 28
Amount of surplus September 30, 1899,	13,461 30
Debits to profit and loss account during the year: depreciation,	\$16,566 58
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$13,566 58
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$79,637 49
Other earnings from operation: manure,	15 00
GROSS EARNINGS FROM OPERATION,	\$79,652 49
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,550 00
General office expenses and supplies,	1,109 65

General expenses — *Concluded.*

Legal expenses,	\$1,902 66
Insurance,	4,228 71
Other general expenses,	564 02
Maintenance of roadway and buildings:	
Repair of roadbed and track,	6,849 52
Repair of electric line construction,	3,550 88
Removal of snow and ice,	871 30
Repair of buildings,	1,868 66
Maintenance of equipment:	
Repair of cars and other vehicles,	4,568 58
Repair of electric equipment of cars,	4,873 52
Renewal of horses, harnesses, shoeing, etc.,	87 41
Transportation expenses:	
Cost of electric motive power,	9,318 09
Provender for horses,	383 36
Wages and compensation of persons employed in conducting transportation,	19,377 79
Damages for injuries to persons and property,	97 95
Other transportation expenses,	1,448 30
TOTAL OPERATING EXPENSES,	\$64,650 40

PROPERTY ACCOUNTS.

Additions to land and buildings: new buildings necessary for operation of railway,	\$8,025 12
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$8,025 12
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Buildings,	\$1,500 00
Roadbed and track,	1,500 00
Subscription account of 1899 to buildings,	9,000 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,	12,000 00
NET DEDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR,	\$3,974 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$76,013 41	
Electric line construction, including poles, wiring, feeder lines, etc.,	9,576 66	
TOTAL COST OF RAILWAY OWNED,		\$85,590 07
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$14,017 30	
Electric equipment of same,	10,725 00	
Horses,	147 50	
Other items of equipment,	1,080 00	
TOTAL COST OF EQUIPMENT OWNED,		25,969 80

Cost of land and buildings:		
Land necessary for operation of railway,	\$10,258 41	
Electric power stations, including equipment,	7,985 16	
Other buildings necessary for operation of railway,	27,039 19	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$45,282 76
TOTAL PERMANENT INVESTMENTS,		\$156,842 63
Cash and current assets: cash,		6,514 72
TOTAL,		\$163,357 35
LIABILITIES.		CR.
Capital stock,		\$80,000 00
Funded debt,		55,000 00
Current liabilities:		
Loans and notes payable,	\$10,000 00	
Audited vouchers and accounts,	4,790 77	
TOTAL CURRENT LIABILITIES,		14,790 77
Profit and Loss balance (surplus),		13,566 58
TOTAL,		\$163,357 35
CAPITAL STOCK.		
Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding,		\$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	37	
Number of stockholders in Massachusetts,	37	
Amount of stock held in Massachusetts,	\$80,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Mortgage bonds,	5	Jan. 1, 1904,	\$30,000 00	\$1,500 00
Mortgage bonds,	5	July 1, 1905,	15,000 00	750 00
Mortgage bonds,	4½	March 1, 1909,	10,000 00	450 00
TOTALS,			\$55,000 00	\$2,700 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,593,346
Number carried per mile of main railway track operated,	157,088
Number of round trips run,	32,781
Number of car miles run,	354,947
Average number of persons employed,	36

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	9	2	11	9	9	18
Open passenger cars,	9	3	12	9	-	18
TOTAL,	18	5	23	18	9	36
Work cars,	1	-	-	-	-	-
Snow ploughs,	2	-	-	-	-	4

MISCELLANEOUS EQUIPMENT.

Highway vehicles: gravel wagon, trolley wagon and buggy, .	3
Horses,	3
Harnesses (double, 1; single, 1),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	10.143 miles.
Length of sidings, switches, etc., . . . . .	.513 "
Total, computed as single track,	10.656 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.590 miles.
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System of electric motive power in use by the company: Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Pittsfield and Dalton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	2	-	2
Other persons,	-	-	2	2	2	2
TOTALS,	-	-	2	5	2	5

STATEMENT OF EACH ACCIDENT.

Nov. 28, 1899. — Team and car collided; man slightly injured.
 Jan. 6, 1900. — Intoxicated man lying on track; died from injuries.
 February 26. — Employee fell from car; sprained ankle.
 May 17. — Man struck by car; died from injuries.
 June 29. — Man fell from moving car; slight injuries.
 June 30. — Conductor fell from car; slight injuries.
 September 2. — Team and car collided; woman slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY,
 PITTSFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph Tucker, *President*, Pittsfield, Mass. Charles E. Merrill, *Treasurer*, Pittsfield, Mass. John M. Stevenson, *Clerk of Corporation*, Pittsfield, Mass. William R. Plunkett, *General Counsel*, Pittsfield, Mass. Peter C. Dolan, *General Manager*, Pittsfield, Mass. Patrick H. Dolan, *Superintendent*, Pittsfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph Tucker, Pittsfield, Mass. James W. Hull, Pittsfield, Mass. Peter C. Dolan, Pittsfield, Mass. John M. Stevenson, Pittsfield, Mass. James L. Bacon, Pittsfield, Mass. Charles E. Merrill, Pittsfield, Mass. Alexander Kennedy, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH TUCKER,
 ALEXANDER KENNEDY,
 J. L. BACON,
 P. C. DOLAN,
 J. M. STEVENSON,
 JAS. W. HULL,
 C. E. MERRILL, *Directors.*
 C. E. MERRILL, *Treasurer.*
 P. H. DOLAN, *Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. OCT. 17, 1900. Then personally appeared the above-named Joseph Tucker, Alexander Kennedy, J. L. Bacon, P. C. Dolan, J. M. Stevenson, James W. Hull and P. H. Dolan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. PLUNKETT,
Justice of the Peace.

REPORT

OF THE

PLUM ISLAND ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$14,021 25
Operating expenses,	7,128 81
GROSS INCOME ABOVE OPERATING EXPENSES,	\$6,892 44
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$1,855 66
Taxes, State and local,	\$272 58
Taxes, commutation,	139 13
	411 71
Other deductions from income: amusement,	1,617 59
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	3,884 96
Surplus for the year ending September 30, 1900,	\$3,007 48
Amount of surplus September 30, 1899,	5,205 05
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$8,212 53
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$13,912 80
Receipts from rentals of buildings and other property,	108 45
GROSS EARNINGS FROM OPERATION,	\$14,021 25
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$63 00
General office expenses and supplies,	47 45
Insurance,	610 91
Other general expenses: revenue stamps, telephones, tickets, etc,	342 07
Maintenance of roadway and buildings:	
Repair of roadbed and track,	545 31
Repair of electric line construction,	92 13
Repair of buildings,	106 98
Maintenance of equipment:	
Repair of cars and other vehicles,	415 26
Repair of electric equipment of cars,	143 29

Transportation expenses :		
Cost of electric motive power,		\$1,556 90
Wages and compensation of persons employed in conducting transportation,		3,135 67
Damages for injuries to persons and property,		25 00
Tolls for trackage over other railways,		7 51
Other transportation expenses : oil, waste, etc.,		37 33
TOTAL OPERATING EXPENSES,		\$7,128 81
PROPERTY ACCOUNTS.		
Additions to railway : sundry bills paid for completing construction of railway,		\$15,292 49
Additions to equipment : registers, trolley catchers, etc.,		105 00
Additions to land and buildings : new buildings necessary for operation of railway,		908 64
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$16,306 13
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$48,221 14	
Electric line construction, including poles, wiring, feeder lines, etc.,	8,046 54	
Engineering and other expenses incident to construction,	3,027 08	
TOTAL COST OF RAILWAY OWNED,		\$59,294 76
Cost of equipment :		
Cars and other rolling stock and vehicles, electric equipment of same,	\$13,828 68	
Other items of equipment : registers, trolley catchers, etc.,	105 00	
TOTAL COST OF EQUIPMENT OWNED,		13,933 68
Cost of land and buildings : buildings necessary for operation of railway,		10,692 33
TOTAL PERMANENT INVESTMENTS,		\$83,921 27
Cash and current assets :		
Cash,	\$3,284 63	
Other cash and current assets : prepaid insurance,	540 71	
TOTAL CASH AND CURRENT ASSETS,		3,825 34
TOTAL,		\$87,746 61
LIABILITIES.		Cr.
Capital stock,		\$40,000 00
Current liabilities :		
Loans and notes payable,	\$37,113 25	
Audited vouchers and accounts,	565 17	
TOTAL CURRENT LIABILITIES,		37,678 42
Accrued liabilities : interest accrued and not yet due,		1,855 66
Profit and Loss balance (surplus),		8,212 53
TOTAL,		\$87,746 61

CAPITAL STOCK.		
Capital stock authorized by law,	\$40,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock issued and outstanding,		\$40,000 00
Number of shares issued and outstanding,	400	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$40,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	275,273
Number carried per mile of main railway track operated,	66,299
Number of round trips run,	7,450
Number of car miles run,	44,484
Average number of persons employed,	30

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Number of Motors.
Open passenger cars,	8	8	16
Platform freight cars,	1	-	-

MISCELLANEOUS EQUIPMENT.

Other railway rolling stock: Baldwin locomotive and combination car,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.152 miles.
Length of sidings, switches, etc., . . . . .	.353 "
Total, computed as single track,	4.505 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	1.672 miles.
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System of electric motive power in use by the company: single trolley, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Newbury and Newburyport.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1
TOTALS,	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT.

Aug. 3, 1900. — Car collided with team, throwing driver out and slightly bruising his head.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLUM ISLAND ELECTRIC STREET RAILWAY COMPANY,
NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Shaw, *President*, 8 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Charles C. Benson, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Shaw, Newburyport, Mass. James F. Shaw, Brookline, Mass. Nathaniel Dole, Newbury, Mass. Edward P. Shaw, Jr., Brookline, Mass. George A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

E. P. SHAW, JR.,
E. P. SHAW,
JAS. F. SHAW,
GEO. A. BUTMAN,
Directors.
GEO. A. BUTMAN,
Treasurer.
C. C. BENSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 8, 1900. Then personally appeared the above-named E. P. Shaw, Jr., E. P. Shaw, Jas. F. Shaw, Geo. A. Butman and C. C. Benson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$45,407 13
Operating expenses,	34,839 61
GROSS INCOME ABOVE OPERATING EXPENSES,	\$10,567 52
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,750 00
Interest and discount on unfunded debts and loans,	2,907 50
Taxes, State and local,	\$1,955 54
Taxes, commutation,	854 14
	2,809 68
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	7,467 18
Surplus for the year ending September 30, 1900,	\$3,100 34
Amount of deficit September 30, 1899,	3,481 56
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$381 22
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$42,557 13
Receipts from rentals of buildings and other property,	2,700 00
Receipts from advertising in cars,	150 00
GROSS EARNINGS FROM OPERATION,	\$45,407 13
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$2,483 32
General office expenses and supplies,	492 01
Legal expenses,	295 32
Insurance,	774 72
Other general expenses,	445 12
Maintenance of roadway and buildings:	
Repair of roadbed and track,	3,155 20
Repair of electric line construction,	326 43
Removal of snow and ice,	60 85
Repair of buildings,	872 82
Maintenance of equipment:	
Repair of cars and other vehicles,	1,692 45
Repair of electric equipment of cars,	962 84

Transportation expenses :		
Cost of electric motive power,		\$9,557 44
Wages and compensation of persons employed in conducting transportation,		13,052 56
Damages for injuries to persons and property,		608 35
Other transportation expenses,		60 18
TOTAL OPERATING EXPENSES,		\$34,839 61
PROPERTY ACCOUNTS.		
Additions to railway: extension of tracks (length, 997 feet) and new electric line construction (length, 9.35 miles),		\$24,100 20
Additions to equipment:		
Additional rolling stock and vehicles: wagon,	\$60 00	
Other additions to equipment: electric signals, etc.,	432 25	
TOTAL ADDITIONS TO EQUIPMENT,		492 25
Additions to land and buildings: new buildings necessary for operation of railway (car house),		3,275 22
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$27,867 67
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
One open 8-bench car and truck,	\$500 00	
Two motors,	300 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		800 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$27,067 67
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway: roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc.,		\$126,755 07
Cost of equipment: cars and other rolling stock and vehicles,		32,902 66
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,725 00	
Buildings necessary for operation of railway,	9,589 26	
TOTAL COST OF LAND AND BUILDINGS OWNED,		11,314 26
Other permanent property:		
Hotel,	\$32,667 40	
Furniture and tools,	381 73	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		33,049 13
TOTAL PERMANENT INVESTMENTS,		\$204,021 12
Cash and current assets:		
Cash,	\$7,993 15	
Bills and accounts receivable,	1,607 33	
TOTAL CASH AND CURRENT ASSETS,		9,600 48
Miscellaneous assets: materials and supplies,		1,169 13
Profit and Loss balance (deficit),		381 22
TOTAL,		\$215,171 95

LIABILITIES.		Cr.	
Capital stock,			\$100,000 00
Funded debt,			35,000 00
Real estate mortgages,			10,000 00
Current liabilities:			
Loans and notes payable,	\$64,000 00		
Audited vouchers and accounts,	3,656 10		
Salaries and wages,	715 58		
TOTAL CURRENT LIABILITIES,			68,371 68
Accrued liabilities:			
Interest accrued and not yet due,	\$453 75		
Taxes accrued and not yet due,	1,346 52		
TOTAL ACCRUED LIABILITIES,			1,800 27
TOTAL,			\$215,171 95

CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	44	
Number of stockholders in Massachusetts,	39	
Amount of stock held in Massachusetts,	\$94,500 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Hotel Pilgrim,	Per Cent. $4\frac{1}{2}$	March 21, 1900,	\$10,000 00	\$225 00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage 20-year bonds,	Per Cent. 5	Jan. 1, 1910, .	\$35,000 00	\$1,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	873,252
Number carried per mile of main railway track operated,	99,800
Number of round trips run,	14,593
Number of car miles run,	224,832
Average number of persons employed,	24

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Renders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	6	6	6	12
Open passenger cars,	8	8	-	16
TOTAL,	14	14	6	28
Snow ploughs,	1	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other railway rolling stock: wagon,	1
Open car body,	1
Horses,	1
Harnesses (single),	2
Other items of equipment: tower wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	8.750 miles.
Length of sidings, switches, etc., . . . . .	.600 "
Total, computed as single track,	9.350 "

System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Plymouth and Kingston.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	7	-	9
Employees,	-	1	-	-	-	1
Other persons,	-	-	-	2	-	2
TOTALS,	-	3	-	9	-	12

STATEMENT OF EACH ACCIDENT.

Boy ran against moving car; head slightly injured.

Man fell from moving car; slightly injured.

Man fell from moving car; slightly injured.

Woman fell getting off car; slightly injured.
Conductor fell off moving car; injured his head.
Car struck wagon and injured driver slightly.
Woman fell from moving car; slightly injured.
Man injured in trying to board moving car.
Man fell from moving car; injured his foot.
Woman struck by brake handle; injured her head.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. French, *President*, Canton, Mass. O. E. Chapman, *Treasurer*,
Plymouth, Mass. Eliot Wadsworth, *Clerk of Corporation*, Boston, Mass. E.
J. B. Huntoon, *General Manager*, 93 Federal Street, Boston, Mass. D. G.
Trayers, *Superintendent*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles H. French, Canton, Mass. Charles A. Stone, Newton, Mass. W.
Cameron Forbes, Milton, Mass. Charles I. Litchfield, Plymouth, Mass.
Henry W. Barnes, Plymouth, Mass. E. J. B. Huntoon, Canton, Mass.
Oliver E. Chapman, Plymouth, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

W. CAMERON FORBES,
CHARLES A. STONE,
E. J. B. HUNTOON,
CHARLES I. LITCHFIELD,
OLIVER E. CHAPMAN,
Directors.
OLIVER E. CHAPMAN,
Treasurer.
D. G. TRAYERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 30, 1900. Then personally appeared the above-
named W. Cameron Forbes, Charles A. Stone, E. J. B. Huntoon, Charles I.
Litchfield and Oliver E. Chapman, and severally made oath that the foregoing
certificate by them subscribed is, to the best of their knowledge and belief,
true.

Before me,

G. E. TRIPP,
Justice of the Peace.

REPORT

OF THE

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$5,841 00
Operating expenses,	5,217 76
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$623 24
Charges upon income accrued during the year: taxes, com- mutation,	43 81
Surplus for the year ending September 30, 1900, . . .	\$579 43
Amount of surplus September 30, 1899,	481 61
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$1,061 04
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$5,841 00
GROSS EARNINGS FROM OPERATION,	\$5,841 00
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$927 50
General office expenses and supplies,	145 11
Maintenance of roadway and buildings:	
Repair of roadbed and track,	71 68
Repair of electric line construction,	11 75
Removal of snow and ice,	37 70
Maintenance of equipment: repair of electric equipment of cars,	124 69
Transportation expenses:	
Cost of electric motive power,	1,796 51
Wages and compensation of persons employed in conduct- ing transportation,	2,102 82
TOTAL OPERATING EXPENSES,	\$5,217 76

PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks,	\$261 72	
New electric line construction,	1,174 79	
Other additions to railway: engineering, etc.,	250 00	
TOTAL ADDITIONS TO RAILWAY,		\$1,686 51
Additions to equipment:		
Additional cars (2 in number),	\$3,011 43	
Electric equipment of same,	2,269 38	
TOTAL ADDITIONS TO EQUIPMENT,		5,280 81
Additions to land and buildings: new buildings necessary for operation of railway,		2,263 12
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$9,230 44

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$30,102 30	
Electric line construction, including poles, wiring, feeder lines, etc.,	1,174 79	
Engineering and other expenses incident to construction,	1,504 29	
TOTAL COST OF RAILWAY OWNED,		\$32,781 38
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$4,833 44	
Electric equipment of same,	4,251 11	
TOTAL COST OF EQUIPMENT OWNED,		9,084 55
Cost of land and buildings: buildings necessary for operation of railway,		2,263 12
TOTAL PERMANENT INVESTMENTS,		\$44,129 05
Cash and current assets: cash,		1,560 72
TOTAL,		\$45,689 77
LIABILITIES.		Cr.
Capital stock,		\$35,800 00
Current liabilities: loans and notes payable,		8,828 73
Profit and Loss balance (surplus),		1,061 04
TOTAL,		\$45,689 77

CAPITAL STOCK.		
Capital stock authorized by law,	\$60,000 00	
Capital stock authorized by votes of company,	45,000 00	
Capital stock issued and outstanding,		\$35,800 00
Number of shares issued and outstanding,	358	
Number of stockholders,	35	
Number of stockholders in Massachusetts,	32	
Amount of stock held in Massachusetts,	\$28,700 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	59,395
Number carried per mile of main railway track operated, .	13,459
Number of round trips run,	3,852
Number of car miles run,	34,000
Average number of persons employed,	5

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	2	2	2	4
Open passenger cars,	2	2	-	4
TOTAL,	4	4	2	8

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	4.413 miles.
Length of sidings, switches, etc., . . . . .	.213 "
Total, computed as single track,	4.626 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,161 miles.
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System of electric motive power in use by the company: Thomson-Houston.
Names of the several cities and towns in which the railways operated by the
company are located: Plymouth.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Taylor, *President*, 235 Franklin Street, Boston, Mass. Thomas E. Cornish, *Vice-President and Treasurer*, Plymouth, Mass. Walter L. Boyden, *Clerk of Corporation*, Plymouth, Mass. B. F. Sherburne, *Superintendent*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Taylor, Boston, Mass. Thomas E. Cornish, Plymouth, Mass.
Thomas Arnold, North Abington, Mass. William B. Arnold, North Abington,
Mass. Walter L. Boyden, Plymouth, Mass. J. H. Marshall, Manomet, Mass.
E. Kimball, 274 Commonwealth Avenue, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. TAYLOR,
THOMAS E. CORNISH,
WILLIAM B. ARNOLD,
THOMAS ARNOLD,
JOHN H. MARSHALL,
WALTER L. BOYDEN,
Directors.

THOMAS E. CORNISH,
Treasurer.

BENJAMIN F. SHERBURNE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. PLYMOUTH, Oct. 29, 1900. Then personally appeared the above-named Horace B. Taylor, Thomas E. Cornish, William B. Arnold, Thomas Arnold, John H. Marshall and Walter L. Boyden, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. BARNES,
Notary Public.

REPORT

OF THE

PROVIDENCE & TAUNTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING AUGUST 3, 1900.

[Consolidated with the Taunton August 3, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$51,855 10
Operating expenses,	28,057 02
GROSS INCOME ABOVE OPERATING EXPENSES,	\$23,798 08
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,250 00
Interest and discount on unfunded debts and loans,	3,821 09
Taxes, State and local,	\$2,102 20
Taxes, commutation,	515 86
	2,618 06
Other deductions from income: renewal fund,	10,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	22,689 15
Surplus for the period ending August 3, 1900,	\$1,108 93
Amount of surplus September 30, 1899,	28,480 79
	\$29,589 72
Debits to profit and loss account during the year: adjusting old accident claim,	3,850 00
TOTAL SURPLUS AUGUST 3, 1900,	\$25,739 72
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$51,586 10
Receipts from rentals of buildings and other property,	19 00
Receipts from advertising in cars,	250 00
GROSS EARNINGS FROM OPERATION,	\$51,855 10
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$804 00
General office expenses and supplies,	237 81

General expenses — <i>Concluded.</i>	
Legal expenses,	\$93 34
Insurance,	2,776 14
Other general expenses: miscellaneous, \$494.53; internal revenue tax, \$49.40,	543 93
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,973 47
Repair of electric line construction,	430 38
Removal of snow and ice,	65 17
Repair of buildings,	93 21
Maintenance of equipment:	
Repair of cars and other vehicles,	2,890 74
Repair of electric equipment of cars,	1,304 45
Renewal of horses, harnesses, shoeing, etc.,	10 74
Transportation expenses:	
Cost of electric motive power, \$6,841.28; less power sold, \$253.34; net,	6,587 94
Wages and compensation of persons employed in conducting transportation,	7,293 22
Damages for injuries to persons and property,	366 00
Tolls for trackage over other railways,	1,080 49
Rentals of buildings and other property,	60 00
Other transportation expenses: supplies, \$216.68; miscellaneous, \$166.10; cleaning, oiling, sanding track, \$63.21,	445 99
TOTAL OPERATING EXPENSES,	\$28,057 02

PROPERTY ACCOUNTS.

Additions to railway: new electric line construction (new feeder, 49,311 feet),	\$20,059 80
Additions to equipment: telephone line,	792 38
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$20,852 18

GENERAL BALANCE SHEET AUGUST 3, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$188,049 51	
Electric line construction, including poles, wiring, feeder lines, etc.,	90,696 16	
TOTAL COST OF RAILWAY OWNED,		\$278,745 67
Cost of equipment:		
Cars and other rolling stock and vehicles, electric equipment of same,	\$58,042 61	
Other items of equipment: telephone line,	792 38	
TOTAL COST OF EQUIPMENT OWNED,		58,834 99
Cost of land and buildings:		
Land necessary for operation of railway,	\$45,877 23	
Electric power stations, including equipment,	65,753 07	
TOTAL COST OF LAND AND BUILDINGS OWNED,		111,630 30
TOTAL PERMANENT INVESTMENTS,		\$449,210 96

Cash and current assets :			
Cash,	\$10,368 46		
Bills and accounts receivable,	34 00		
TOTAL CASH AND CURRENT ASSETS,			\$10,402 46
Miscellaneous assets :			
Materials and supplies,	\$1,794 15		
Other assets and property : prepaid insurance and interest,	1,441 99		
TOTAL MISCELLANEOUS ASSETS,			3,236 14
TOTAL,			\$462,849 56
LIABILITIES.		Cr.	
Capital stock,			\$175,000 00
Funded debt,			150,000 00
Current liabilities :			
Loans and notes payable,	\$94,000 00		
Audited vouchers and accounts,	2,972 44		
TOTAL CURRENT LIABILITIES,			96,972 44
Accrued liabilities :			
Interest accrued and not yet due,	\$3,125 00		
Taxes accrued and not yet due,	1,987 40		
Miscellaneous accrued liabilities : outstanding tickets,	25 00		
TOTAL ACCRUED LIABILITIES,			5,137 40
Sinking and other special funds : renewal fund,			10,000 00
Profit and Loss balance (surplus),			25,739 72
TOTAL,			\$462,849 56
CAPITAL STOCK.			
Capital stock authorized by law,	\$175,000 00		
Capital stock authorized by votes of company,	175,000 00		
Capital stock issued and outstanding,			\$175,000 00
Number of shares issued and outstanding,	1,750		
Number of stockholders,	17		
Number of stockholders in Massachusetts,	17		
Amount of stock held in Massachusetts,	\$175,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Sept. 1, 1918,	\$150,000 00	\$6,250 00

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to renewal fund,	\$10,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS AUGUST 3, 1900,	\$10,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,011,704
Number carried per mile of main railway track operated, .	67,736
Number of round trips run,	5,724
Number of car miles run,	161,332
Average number of persons employed,	25

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	8	8	8	-
Open passenger cars,	12	12	-	-
TOTAL,	20	20	8	54
Other cars (coal car),	1	1	-	-
Snow ploughs,	3	-	-	-

MISCELLANEOUS EQUIPMENT.

Platform freight cars,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line,	13.272	1.664	14.936
Length of sidings, switches, etc., . . . . .	.531	-	.531
TOTAL, COMPUTED AS SINGLE TRACK,	13.803	1.664	15.467

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.352 miles.
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System of electric motive power in use by the company: overhead trolley,
General Electric Company.

Names of the several cities and towns in which the railways operated by the
company are located: Taunton, Dighton, Rehoboth and Seekonk.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Winthrop Street in Taunton,	2	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	1	-	2
Employees,	-	-	-	1	-	1
Other persons,	-	-	1	1	1	1
TOTALS,	-	1	1	3	1	4

STATEMENT OF EACH ACCIDENT.

Feb. 6, 1900. — Man caught between car and carhouse door.

February 24. — Man thrown against controller, caused by car leaving rail.

April 24. — Man asleep on track; died from injuries.

May 26. — Man caught between moving car and carhouse door.

July 15. — Man jumped from moving car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & TAUNTON STREET RAILWAY COMPANY,
FALL RIVER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert S. Goff, *President*, Fall River, Mass. P. F. Sullivan, *Vice-President*,
Lowell, Mass. Herbert H. Read, *Treasurer and Clerk of Corporation*, Fall
River, Mass. George F. Seibel, *Superintendent*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert S. Goff, Fall River, Mass. P. F. Sullivan, Lowell, Mass. J. H. Goodspeed, Boston, Mass. A. B. Williams, Taunton, Mass. Herbert H. Read, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ROBERT S. GOFF,
P. F. SULLIVAN,
ALFRED B. WILLIAMS,
HERBERT H. READ,
J. H. GOODSPEED,

Directors.

HERBERT H. READ,

Treasurer.

GEORGE F. SEIBEL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. TAUNTON, Oct. 31, 1900. Then personally appeared the above-named Alfred B. Williams and George F. Seibel, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RICHARD P. COUGHLIN,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 5, 1900. Then personally appeared the above-named Robert S. Goff, P. F. Sullivan, H. H. Read and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

QUINCY & BOSTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JULY 18, 1900.

[Consolidated with the Brockton July 18, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$139,146 41
Operating expenses,	105,794 30
GROSS INCOME ABOVE OPERATING EXPENSES,	\$33,352 11
Charges upon income accrued during the year :	
Interest on funded debt,	\$1,662 50
Interest and discount on unfunded debts and loans,	10,049 77
Taxes, State and local,	\$9,962 72
Taxes, commutation,	1,355 53
	<u>11,318 25</u>
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	23,030 52
NET DIVISIBLE INCOME,	\$10,321 59
Dividends declared (6½ per cent on \$583,400),	37,921 00
Deficit for the period ending July 18, 1900,	\$27,599 41
Amount of surplus September 30, 1899,	58,577 76
Credits to profit and loss account during the year :	
Premium on sales of capital stock,	\$46,080 00
Rebate 1899 taxes,	81 98
TOTAL CREDITS,	\$46,161 98
Debits to profit and loss account during the year :	
Bond interest not included in last fiscal year,	\$384 50
Old accidents and other old claims settled,	10,321 19
TOTAL DEBITS,	10,705 69
NET AMOUNT CREDITED TO PROFIT AND LOSS,	35,456 29
TOTAL SURPLUS JULY 18, 1900,	\$66,434 64

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$135,553 53
Receipts from carriage of mails,	425 18
Receipts from tolls for use of tracks by other companies,	1,023 99
Receipts from rentals of buildings and other property,	1,434 00
Receipts from advertising in cars,	510 00
Receipts from interest on deposits,	96 76
Other earnings from operation: miscellaneous,	102 95
GROSS EARNINGS FROM OPERATION,	\$139,146 41

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$3,208 72
General office expenses and supplies,	1,196 77
Legal expenses,	258 34
Insurance,	8,396 95
Other general expenses: storeroom expense, \$463.06; miscellaneous general expense, \$2,343.40; advertising, \$598.27; internal revenue tax, \$175.76,	3,580 49
Maintenance of roadway and buildings:	
Repair of roadbed and track,	4,605 19
Repair of electric line construction,	1,594 36
Removal of snow and ice,	318 68
Repair of buildings,	771 04
Maintenance of equipment:	
Repair of cars and other vehicles,	5,184 47
Repair of electric equipment of cars,	5,766 96
Renewal of horses, harnesses, shoeing, etc.,	784 95
Transportation expenses:	
Cost of electric motive power, \$15,915.25; less power sold, \$690 88; net,	15,224 37
Wages and compensation of persons employed in conducting transportation,	40,022 76
Damages for injuries to persons and property,	9,954 22
Tolls for trackage over other railways,	484 14
Rentals of buildings and other property,	680 75
Other transportation expenses: car service supplies, \$193 15; miscellaneous car service expenses, \$2,834.41; cleaning, oiling and sanding track, \$783.58,	3,811 14
TOTAL OPERATING EXPENSES,	\$105,794 30

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks,	\$1,138 15
New electric line construction,	205 67
Other additions to railway:	
Engineering, etc.,	91 55
Reconstruction track, \$24,813.99; line, \$1,642.67,	26,456 66
TOTAL ADDITIONS TO RAILWAY,	\$27,892 03
Additions to equipment:	
Additional cars (5 in number), and 6 cars rebuilt,	\$16,477 28
Electric equipment of same,	6,764 38

Additions to equipment — <i>Concluded.</i>		
Other additional rolling stock and vehicles, 3 ploughs,	\$3,924 32	
Other additions to equipment:		
Horses, \$175; tools, \$83.34,	258 34	
Furniture,	279 70	
TOTAL ADDITIONS TO EQUIPMENT,		\$27,704 02
Additions to land and buildings:		
New electric power stations, including machinery, etc.,	\$2,621 79	
Other new buildings necessary for operation of railway,	1,577 49	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		4,199 28
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$59,795 33
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Cars and other vehicles: cars and ploughs destroyed and damaged by fire,	\$14,968 46	
Power station equipment (1 generator),	620 00	
Damage to buildings and office furniture and fixtures by fire,	6,015 66	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		21,604 12
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$38,191 21

GENERAL BALANCE SHEET JULY 18, 1900.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	\$453,679 94	
Electric line construction, including poles, wiring, feeder lines, etc.,	70,076 17	
Engineering and other expenses incident to construction,	6,676 94	
Other items of railway cost: reconstruction of Hough's Neck track, \$24,813.99, and line, \$1,642.67,	26,456 66	
TOTAL COST OF RAILWAY OWNED,		\$556,889 71
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$74,149 04	
Electric equipment of same,	75,309 56	
Horses,	653 04	
Other items of equipment,	4,688 80	
TOTAL COST OF EQUIPMENT OWNED,		154,800 44
Cost of land and buildings:		
Land and buildings necessary for operation of railway,	\$104,249 69	
Electric power stations, including equipment,	108,570 95	
TOTAL COST OF LAND AND BUILDINGS OWNED,		212,820 64
TOTAL PERMANENT INVESTMENTS,		\$924,510 79

Cash and current assets :			
Cash,	\$153,423 30		
Bills and accounts receivable,	6,616 77		
Other cash and current assets : prepaid insurance,	2,943 02		
TOTAL CASH AND CURRENT ASSETS,			\$162,983 09
Miscellaneous assets :			
Materials and supplies,	\$13,305 13		
Other assets and property : fire account,	1,745 72		
TOTAL MISCELLANEOUS ASSETS,			15,050 85
TOTAL,			\$1,102,544 73
LIABILITIES.		Cr.	
Capital stock,			\$767,400 00
Funded debt,			35,000 00
Current liabilities :			
Loans and notes payable,	\$215,000 00		
Audited vouchers and accounts,	15,632 01		
Miscellaneous current liabilities : outstanding tickets,	421 97		
TOTAL CURRENT LIABILITIES,			231,053 98
Accrued liabilities :			
Interest accrued and not yet due,	\$1,300 58		
Taxes accrued and not yet due,	1,355 53		
TOTAL ACCRUED LIABILITIES,			2,656 11
Profit and Loss balance (surplus),			66,434 64
TOTAL,			\$1,102,544 73
CAPITAL STOCK.			
Capital stock authorized by law,	\$767,400 00		
Capital stock authorized by votes of company,	767,400 00		
Capital stock issued and outstanding,			\$767,400 00
Number of shares issued and outstanding,	7,674		
Number of stockholders,	20		
Number of stockholders in Massachusetts,	20		
Amount of stock held in Massachusetts,	\$767,400 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds (Braintree),	Per Cent. 6	July 25, 1914,	\$35,000 00	\$1,662 50

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	2,882,388
Number carried per mile of main railway track operated, .	73,472
Number of round trips run,	68,496
Number of car miles run,	622,662
Average number of persons employed,	130

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	24	24	24	-
Open passenger cars,	35	35	-	-
TOTAL,	59	59	24	91
Work cars,	4	-	-	-
Snow ploughs,	5	-	-	-

MISCELLANEOUS EQUIPMENT.

Horses,	2
Harnesses (double, 1; single, 2),	3
Other items of equipment: 1 walkaway, 2 tower wagons, .	3

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 37.179	Miles. .881	Miles. 38.060
Length of second main track,	1.163	-	1.163
TOTAL LENGTH OF MAIN TRACK,	38.342	.881	39.223
Length of sidings, switches, etc.,	2.017	-	2.017
TOTAL, COMPUTED AS SINGLE TRACK,	40.359	.881	41.240

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Quincy, Weymouth, Milton, Boston, Randolph, Holbrook and Braintree.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, Water Street, Quincy,	3	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	7	-	9
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	3	-	3
TOTALS,	-	2	-	10	-	12

STATEMENT OF EACH ACCIDENT.

- Oct. 8, 1899. — Man fell from front platform; injury slight.
 November 7. — Man on bicycle collided with car; head cut.
 November 24. — Man stepped from moving car and fell; arm hurt.
 Jan. 14, 1900. — Passenger fell on leaving car; slightly injured.
 April 24. — Man fell from moving car; injury slight.
 May 15. — Car left rail; one passenger slightly injured.
 June 4. — Boy stealing a ride jumped from car and struck a pole; slightly injured.
 June 10. — Car left rail at switch; one passenger claimed slight injury.
 June 10. — Lady stepped from moving car; slightly bruised.
 June 17. — Team drove in front of car; horse killed, driver injured.
 June 24. — Lady pushed off crowded car; injury slight.
 July 18. — Lady jumped from moving car; head cut.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

QUINCY & BOSTON STREET RAILWAY COMPANY,
 QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Frederick H. Smith, *Clerk of Corporation*, Quincy, Mass. William G. A. Pattee, *General Counsel*, Quincy, Mass. Roger H. Wilde, *Auditor*, Quincy, Mass. Benj. J. Weeks, *Superintendent*, Quincy, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. John F. Merrill, Quincy, Mass. Thomas H. McDonnell, Quincy, Mass. Patrick F. Sullivan, Lowell, Mass. John A. Duggan, Quincy, Mass. Joseph H. Goodspeed, Boston, Mass. Frederick H. Smith, Quincy, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. GOODSPEED,
JOHN R. GRAHAM,
JOHN F. MERRILL,
FRED H. SMITH,
THOS. H. McDONNELL,
Directors.
ALONZO F. WALTER,
Treasurer.
JOHN R. GRAHAM,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 7, 1900. Then personally appeared the above-named P. F. Sullivan, J. H. Goodspeed, John R. Graham and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. QUINCY, Nov. 7, 1900. Then personally appeared the above-named John F. Merrill, Fred H. Smith and Thos. H. McDonnell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. JOHNSON,
Notary Public.

REPORT

OF THE

READING & LOWELL STREET RAILWAY COMPANY

FOR THE PERIOD ENDING DECEMBER 31, 1899.

[Consolidated with the Wakefield & Stoneham December 31, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$3,063 82
Operating expenses,	3,944 75
NET LOSS FROM OPERATION,	\$880 93
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$904 28
Taxes, State and local,	\$197 25
Taxes, commutation,	29 55
	226 80
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,131 08
Deficit for the period ending December 31, 1899,	\$2,012 01
Amount of deficit September 30, 1899,	13,849 14
TOTAL DEFICIT DECEMBER 31, 1899,	\$15,861 15
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$2,955 35
Receipts from tolls for use of tracks by other companies,	83 48
Receipts from advertising in cars,	24 99
GROSS EARNINGS FROM OPERATION,	\$3,063 82
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$157 99
General office expenses and supplies,	20 11
Legal expenses,	41 51
Insurance,	222 50
Other general expenses: miscellaneous general expense, \$21.98; internal revenue tax, \$6.96,	28 94
Maintenance of roadway and buildings:	
Repair of roadbed and track,	406 88
Repair of electric line construction,	132 98
Removal of snow and ice,	3 85

Maintenance of equipment :	
Repair of cars and other vehicles,	\$75 65
Repair of electric equipment of cars,	97 35
Transportation expenses :	
Cost of electric motive power,	1,262 45
Wages and compensation of persons employed in conducting transportation,	1,215 34
Damages for injuries to persons and property,	220 00
Other transportation expenses: miscellaneous car service expenses, \$21.30; car service supplies, \$7.60; cleaning, oiling and sanding track, \$30.30,	59 20
TOTAL OPERATING EXPENSES,	\$3,944 75

GENERAL BALANCE SHEET DECEMBER 31, 1999.

ASSETS.		DR.
Cost of railway :		
Roadbed and tracks,	\$118,073 33	
Electric line construction, including poles, wiring, feeder lines, etc.,	18,566 60	
Engineering and other expenses incident to construction,	3,741 00	
TOTAL COST OF RAILWAY OWNED,		\$140,380 93
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$8,284 51	
Electric equipment of same,	4,929 87	
Other items of equipment: fenders, heaters, etc.,	1,437 30	
TOTAL COST OF EQUIPMENT OWNED,		14,651 68
TOTAL PERMANENT INVESTMENTS,		\$155,032 61
Cash and current assets :		
Cash,	\$347 35	
Bills and accounts receivable,	5,833 58	
Other cash and current assets: prepaid fire insurance,	43 33	
TOTAL CASH AND CURRENT ASSETS,		6,224 26
Miscellaneous assets: materials and supplies,		529 00
Profit and Loss balance (deficit),		15,861 15
TOTAL,		\$177,647 02
LIABILITIES.		CR.
Capital stock,		\$100,000 00
Current liabilities :		
Loans and notes payable,	\$73,904 15	
Audited vouchers and accounts,	3,312 55	
TOTAL CURRENT LIABILITIES,		77,216 70
Accrued liabilities :		
Interest accrued and not yet due,	\$400 76	
Taxes accrued and not yet due,	29 56	
TOTAL ACCRUED LIABILITIES,		430 32
TOTAL,		\$177,647 02

CAPITAL STOCK.

Capital stock authorized by law,	\$100,000 00	\$100,000 00
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,	
Number of shares issued and outstanding,	1,000	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$100,000 00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	59,449
Number carried per mile of main railway track operated,	5,020
Number of round trips run,	2,613
Number of car miles run,	31,035
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	3	3	-
Open passenger cars,	4	4	-	-
TOTAL,	7	7	3	12
Snow ploughs,	1	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.842 miles.
Length of sidings, switches, etc., . . . . .	.126 "
Total, computed as single track,	11.968 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,664 miles.
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System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Reading, Wilmington and Billerica.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Oct. 11, 1899. — Collision between car and team; driver thrown out and back slightly injured.

December 20. — Man fell from car platform; slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

READING & LOWELL STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

E. C. Foster, *President and General Manager*, 14 Kilby Street, Boston, Mass.
P. F. Sullivan, *Vice-President*, 14 Kilby Street, Boston, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. E. L. Stone, *Clerk of Corporation*, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. GOODSPEED,
ELWIN C. FOSTER,
EDWIN L. STONE,
CHARLES WILLIAMS,
Directors.
CHARLES WILLIAMS,
Treasurer.
ELWIN C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 1, 1900. Then personally appeared the above-named P. F. Sullivan, J. H. Goodspeed, E. C. Foster, E. L. Stone and C. Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

ROCKPORT STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JANUARY 18, 1900.

[Consolidated with the Gloucester January 18, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$8,538 24
Operating expenses,	7,073 61
GROSS INCOME ABOVE OPERATING EXPENSES,	\$1,464 63
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$223 79
Taxes, State and local,	\$494 40
Taxes, commutation,	85 26
	579 66
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	803 45
Surplus for the period ending January 18, 1900,	\$661 18
Amount of surplus September 30, 1899,	12,297 42
	\$12,958 60
Credits to profit and loss account during the year: 1899 tax rebate,	\$236 72
Debits to profit and loss account during the year: adjustment of interest,	343 75
NET AMOUNT DEBITED TO PROFIT AND LOSS,	107 03
TOTAL SURPLUS JANUARY 18, 1900,	\$12,851 57
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$8,526 35
Receipts from advertising in cars,	11 89
GROSS EARNINGS FROM OPERATION,	\$8,538 24
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$215 56
General office expenses and supplies,	8 97
Legal expenses,	92 06
Insurance,	370 00
Other general expenses: miscellaneous general expense,	22 94

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$255 25
Repair of electric line construction,	117 36
Removal of snow and ice,	35 96
Maintenance of equipment:	
Repair of cars and other vehicles,	294 04
Repair of electric equipment of cars,	67 87
Transportation expenses:	
Cost of electric motive power,	2,565 00
Wages and compensation of persons employed in conducting transportation,	2,266 50
Damages for injuries to persons and property,	225 25
Tolls for trackage over other railways,	207 93
Rentals of buildings and other property,	218 42
Other transportation expenses: car service supplies, \$17.26; miscellaneous car service expenses, \$37.83; cleaning, oiling and sanding track, \$55.41,	110 50
TOTAL OPERATING EXPENSES,	\$7,073 61

PROPERTY ACCOUNTS.

Additions to equipment:	
Electric equipment of snow plough,	\$1,441 63
Additional rolling stock and vehicles: snow plough,	750 00
TOTAL ADDITIONS TO EQUIPMENT,	\$2,191 63

GENERAL BALANCE SHEET JANUARY 18, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$73,886 49	
Electric line construction, including poles, wiring, feeder lines, etc.,	15,175 06	
Engineering and other expenses incident to construction,	3,122 49	
TOTAL COST OF RAILWAY OWNED,		\$92,184 04
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$13,041 02	
Electric equipment of same,	8,691 63	
TOTAL COST OF EQUIPMENT OWNED,		21,732 65
Cost of land and buildings: electric power station equipment,		13,246 73
TOTAL PERMANENT INVESTMENTS,		\$127,163 42
Cash and current assets:		
Cash,	\$1,252 10	
Bills and accounts receivable,	471 50	
Other cash and current assets: prepaid accident insurance, \$250; coupon deposits, \$30,	280 00	
TOTAL CASH AND CURRENT ASSETS,		2,003 60
TOTAL,		\$129,167 02
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Funded debt (coupon notes),		12,500 00

Current liabilities :				
Audited vouchers and accounts,		\$3,296	36	
Salaries and wages,		131	11	
Matured interest coupons unpaid,		30	00	
TOTAL CURRENT LIABILITIES,				\$3,457 47
Accrued liabilities :				
Interest accrued and not yet due,		\$192	54	
Taxes accrued and not yet due,		165	44	
TOTAL ACCRUED LIABILITIES,				357 98
Profit and Loss balance (surplus),				12,851 57
TOTAL,				\$129,167 02
CAPITAL STOCK.				
Capital stock authorized by law,		\$100,000	00	
Capital stock authorized by votes of company,		100,000	00	
Capital stock issued and outstanding,				\$100,000 00
Number of shares issued and outstanding,		1,000		
Number of stockholders,		6		
Number of stockholders in Massachusetts,		6		
Amount of stock held in Massachusetts,		\$100,000	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Coupon notes,	Per Cent. 6	Oct. 15, 1916,	\$12,500 00	\$218 75

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	170,527
Number carried per mile of main railway track operated,	22,834
Number of round trips run,	3,465
Number of car miles run,	51,986
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	4	4	4	-
Open passenger cars,	4	4	-	-
TOTAL,	8	8	4	18
Snow ploughs,	2	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 6.708	Miles. .760	Miles. 7.468
Length of sidings, switches, etc., . . . . .	.080	-	.080
TOTAL, COMPUTED AS SINGLE TRACK,	6.788	.760	7.548

System of electric motive power in use by the company: Westinghouse and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Gloucester and Rockport.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With Cape Ann Granite Railroad, Rockport,	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Nov. 22, 1899. — Man asleep on track at night was run over and leg cut off.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ROCKPORT STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

E. C. Foster, *President and General Manager*, 14 Kilby Street, Boston, Mass.
P. F. Sullivan, *Vice-President*, 14 Kilby Street, Boston, Mass. Charles Wil-
liams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of*
Corporation, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. H. GOODSPEED,
P. F. SULLIVAN,
ELWIN C. FOSTER,
EDWIN L. STONE,
CHARLES WILLIAMS,
Directors.
CHARLES WILLIAMS,
Treasurer.
ELWIN C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named J. H. Goodspeed, P. F. Sullivan, Elwin C. Foster, Edwin L. Stone and Charles Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

SALEM & WAKEFIELD STREET RAILWAY COMPANY

FOR THE PERIOD ENDING DECEMBER 31, 1899.

[Consolidated with the Wakefield & Stoneham December 31, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$1,237 29
Operating expenses,	2,317 14
NET LOSS FROM OPERATION,	\$1,079 85
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$185 52
Taxes, State and local,	\$134 13
Taxes, commutation,	11 91
	146 04
Other deductions from income: park expense,	383 08
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	714 64
Deficit for the period ending December 31, 1899,	\$1,794 49
Amount of deficit September 30, 1899,	1,788 97
TOTAL DEFICIT DECEMBER 31, 1899,	\$3,583 46
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$1,192 74
Receipts from tolls for use of tracks by other companies,	25 80
Receipts from advertising in cars,	18 75
GROSS EARNINGS FROM OPERATION,	\$1,237 29
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$225 27
General office expenses and supplies,	27 49
Legal expenses,	8 36
Insurance,	364 75
Other general expenses: miscellaneous general expenses, \$21.94; internal revenue tax, \$0.74,	22 68
Maintenance of roadway and buildings:	
Repair of roadbed and track,	192 04
Repair of electric line construction,	11 88

Maintenance of equipment :	
Repair of cars and other vehicles,	\$27 89
Repair of electric equipment of cars,	25 30
Transportation expenses :	
Cost of electric motive power,	599 05
Wages and compensation of persons employed in conducting transportation,	741 79
Damages for injuries to persons and property,	3 00
Other transportation expenses : car service supplies, \$3.92 ; miscellaneous car service expense, \$14 : cleaning, oiling and sanding track, \$49.72,	67 64
TOTAL OPERATING EXPENSES,	\$2,317 14

GENERAL BALANCE SHEET DECEMBER 31, 1899.

ASSETS.		Dr.
Cost of railway :		
Roadbed and tracks,	\$67,701 14	
Electric line construction, including poles, wiring, feeder lines, etc.,	14,586 72	
Engineering and other expenses incident to construction,	2,178 57	
TOTAL COST OF RAILWAY OWNED,		\$84,466 43
Cost of equipment :		
Cars and other rolling stock and vehicles,	\$8,203 18	
Electric equipment of same,	6,502 20	
Other items of equipment : fenders, heaters, etc.,	481 32	
TOTAL COST OF EQUIPMENT OWNED,		15,186 70
Other permanent property : park property,		7,624 43
TOTAL PERMANENT INVESTMENTS,		\$107,277 56
Cash and current assets :		
Cash,	\$744 39	
Bills and accounts receivable,	49 30	
Other cash and current assets : prepaid fire insurance,	325 67	
TOTAL CASH AND CURRENT ASSETS,		1,119 36
Profit and Loss balance (deficit),		3,583 46
TOTAL,		\$111,980 38
LIABILITIES.		Cr.
Capital stock,		\$75,000 00
Current liabilities :		
Loans and notes payable,	\$34,353 61	
Audited vouchers and accounts,	2,429 30	
TOTAL CURRENT LIABILITIES,		36,782 91
Accrued liabilities :		
Interest accrued and not yet due,	\$185 52	
Taxes accrued and not yet due,	11 95	
TOTAL ACCRUED LIABILITIES,		197 47
TOTAL,		\$111,980 38

CAPITAL STOCK.		
Capital stock authorized by law,	\$75,000 00	
Capital stock authorized by votes of company,	75,000 00	
Capital stock issued and outstanding,		\$75,000 00
Number of shares issued and outstanding,	750	
Number of stockholders,	7	
Number of stockholders in Massachusetts,	7	
Amount of stock held in Massachusetts,	\$75,000 00	

VOLUME OF TRAFFIC, ETC.	
Number of passengers paying revenue carried during the year,	28,518
Number carried per mile of main railway track operated,	4,582
Number of round trips run,	1,513
Number of car miles run,	16,870
Average number of persons employed,	8

DESCRIPTION OF EQUIPMENT.				
DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	3	3	3	-
Open passenger cars,	4	4	-	-
TOTAL,	7	7	3	12

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).	
Length of railway line,	6.223 miles.
Length of sidings, switches, etc., . . . . .	.140 "
Total, computed as single track,	6.363 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.	
Length of railway line, . . . . .	.019 mile.

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Saugus, Lynnfield and Peabody.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

November 1, 1899. — Collision between team and car, driver thrown out and head slightly cut.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SALEM & WAKEFIELD STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President and General Manager*, 14 Kilby Street, Boston, Mass. Patrick F. Sullivan, *Vice-President*, 14 Kilby Street, Boston, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Chas. Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. GOODSPEED,
ELWIN C. FOSTER,
EDWIN L. STONE,
CHARLES WILLIAMS,
Directors.
CHARLES WILLIAMS,
Treasurer.
ELWIN C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named P. F. Sullivan, J. H. Goodspeed, E. C. Foster, Edwin L. Stone and Charles Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$12,945 90
Operating expenses,	8,671 88
GROSS INCOME ABOVE OPERATING EXPENSES, . .	\$4,274 02
Charges upon income accrued during the year :	
Interest on funded debt,	\$3,000 00
Interest and discount on unfunded debts and loans,	433 48
Taxes, State and local,	245 13
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, .	3,678 61
Surplus for the year ending September 30, 1900, . . .	\$595 41
Amount of surplus September 30, 1899,	395 85
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$991 26
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$7,047 38
Receipts from carriage of mails,	305 36
Receipts from carriage of freight,	5,566 66
Receipts from advertising in cars,	26 50
GROSS EARNINGS FROM OPERATION,	\$12,945 90
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$747 36
General office expenses and supplies,	73 83
Insurance,	364 36
Maintenance of roadway and buildings :	
Repair of roadbed and track,	750 56
Repair of electric line construction,	24 05
Removal of snow and ice,	161 58
Repair of buildings,	2 05

Maintenance of equipment:	
Repair of cars and other vehicles,	\$189 55
Repair of electric equipment of cars,	281 24
Transportation expenses:	
Cost of electric motive power, \$1,769.31; less power sold, \$191.25; net,	1,578 06
Transferring freight,	1,820 83
Wages and compensation of persons employed in conduct- ing transportation,	2,137 33
Rentals of buildings and other property,	75 00
Other transportation expenses:	
Sundry expense,	190 87
Amusements and improvement at park,	275 21
TOTAL OPERATING EXPENSES,	\$8,671 88

PROPERTY ACCOUNTS.

Additions to permanent property: for renting power J. A. Richmond plant, \$422.84; Duchaume Ricker plant, \$119.46,	\$542 30
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GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$51,344 86	
Electric line construction, including poles, wiring, feeder lines, etc.,	13,995 23	
Engineering and other expenses incident to construction,	5,414 79	
TOTAL COST OF RAILWAY OWNED,		\$70,754 88
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$7,187 72	
Electric equipment of same,	3,498 92	
TOTAL COST OF EQUIPMENT OWNED,		10,686 64
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,030 67	
Electric power stations, including equipment,	21,517 37	
Other buildings necessary for operation of railway,	2,465 64	
TOTAL COST OF LAND AND BUILDINGS OWNED,		26,013 68
Other permanent property: for renting power to J. A. Rich- mond and Duchaume plant,		542 30
TOTAL PERMANENT INVESTMENTS,		\$107,997 50
Cash and current assets:		
Cash,	\$333 07	
Bills and accounts receivable,	505 22	
TOTAL CASH AND CURRENT ASSETS,		838 29
Miscellaneous assets: materials and supplies,		783 73
TOTAL,		\$109,619 52

LIABILITIES.		Cr.	
Capital stock,			\$50,000 00
Funded debt,			50,000 00
Current liabilities:			
Loans and notes payable,		\$7,750 00	
Matured interest coupons unpaid (including coupons due October 1),		252 00	
TOTAL CURRENT LIABILITIES,			8,002 00
Accrued liabilities:			
Interest accrued and not yet due,		\$410 65	
Taxes accrued and not yet due,		215 61	
TOTAL ACCRUED LIABILITIES,			626 26
Profit and Loss balance (surplus),			991 26
TOTAL,			\$109,619 52
CAPITAL STOCK.			
Capital stock authorized by law,		\$50,000 00	
Capital stock authorized by votes of company,		50,000 00	
Capital stock issued and outstanding,			\$50,000 00
Number of shares issued and outstanding,		500	
Number of stockholders,		104	
Number of stockholders in Massachusetts,		98	
Amount of stock held in Massachusetts,		\$41,400 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage 5 20-year bonds, may be paid at option of company after September 1, 1901,	Per Cent. 6	Sept. 1, 1916,	\$50,000 00	\$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	159,997
Number carried per mile of main railway track operated,	24,502
Number of round trips run,	4,746
Number of car miles run,	30,887
Average number of persons employed,	11

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passen- ger Cars.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	2	1	3	2	4
Open passenger cars (1 open car body),	1	1	2	-	2
TOTAL,	3	2	5	2	6
Box freight cars,	-	4	-	-	-
Platform freight cars,	-	4	-	-	-
TOTAL,	-	8	-	-	-
Snow ploughs,	1	-	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	6.530 miles.
Length of sidings, switches, etc., . . . . .	.480 "
Total, computed as single track,	7.010 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.550 miles.
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System of electric motive power in use by the company : Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located : Shelburne and Colrain.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY,
SHELBURNE FALLS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. A. Marcy, *President*, Colrain, Mass. Francis J. Canedy, *Vice-President*, Shelburne Falls, Mass. Fred. E. Merrick, *Treasurer*, Shelburne Falls, Mass. Edwin Baker, *Clerk of Corporation*, Shelburne Falls, Mass. Dana Malone, *General Counsel*, Greenfield, Mass. H. B. Upton, *Superintendent*, Shelburne Falls, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. A. Marcy, Colrain, Mass. Lorenzo Griswold, Griswoldville, Mass. Francis J. Canedy, Shelburne Falls, Mass. Edwin Baker, Shelburne Falls, Mass. Freeman L. Davenport, Shelburne Falls, Mass. Juan C. Wood, Shelburne Falls, Mass. Herbert Newell, Shelburne Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. A. MARCY,
LORENZO GRISWOLD,
EDWIN BAKER,
HERBERT NEWELL,
F. L. DAVENPORT,
J. C. WOOD,
F. J. CANEDY,
F. E. MERRICK,
H. B. UPTON,

Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 16, 1900. Then personally appeared the above-named Lorenzo Griswold, Francis J. Canedy, Juan C. Wood, Freeman L. Davenport, Herbert Newell, Edwin Baker, Chas. A. Marcy, H. B. Upton and F. E. Merrick, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. W. JENKS,
Justice of the Peace.

REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Boston Elevated.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,	\$9,180 00
Dividends declared (6 per cent),	\$9,180 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway,		\$153,000 00
TOTAL,		\$153,000 00
LIABILITIES.		CR.
Capital stock,		\$153,000 00
TOTAL,		\$153,000 00

CAPITAL STOCK.

Capital stock authorized by law,	\$153,000 00	
Capital stock authorized by votes of company,	153,000 00	
Capital stock issued and outstanding,		\$153,000 00
Number of shares issued and outstanding,	3,060	
Number of stockholders,	5	
Number of stockholders in Massachusetts,	5	
Amount of stock held in Massachusetts,	\$153,000 00	

RAILWAY OWNED.

Length of railway line,	6.356 miles.
Length of second main track,	1.424 "
Total length of main track,	7.780 "
Length of sidings, switches, etc., . . . . .	.253 "
Total, computed as single track,	8.033 "

Names of the several cities and towns in which the railway owned by the company is located: Somerville.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,

101 MILK STREET, ROOM 706, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Hooper, *President*, 101 Milk Street, Boston, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Hooper, Boston, Mass. Samuel Little, Boston, Mass. Henry F. Woods, Boston, Mass. Prentiss Cummings, Brookline, Mass. John H. Studley, Jr., Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM HOOPER,
PRENTISS CUMMINGS,
HENRY F. WOODS,
SAMUEL LITTLE,
JOHN H. STUDLEY, JR.,
Directors.
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. NOV. 6, 1900. Then personally appeared the above-named William Hooper, Prentiss Cummings, Henry F. Woods, Samuel Little and John H. Studley, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GUSTAF A. DANIELSON,
Justice of the Peace.

REPORT
OF THE
SOUTHBRIDGE & CHARLTON DEPOT STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Obtained a certificate of incorporation but has not commenced the construction of its railway.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway: engineering and other expenses incident to construction,		\$1,195 51
Cash and current assets: cash,		4 49
Miscellaneous assets: materials and supplies,		7,800 00
TOTAL,		\$9,000 00
LIABILITIES.		Cr.
Capital stock (amount paid in),		\$9,000 00
TOTAL,		\$9,000 00
CAPITAL STOCK.		
Capital stock authorized by law,		\$90,000 00
Capital stock authorized by votes of company,		90,000 00
Amount paid in on 900 shares not yet issued,		\$9,000 00

CORPORATE NAME AND ADDRESS OF THE COMPANY.
SOUTHBRIDGE & CHARLTON DEPOT STREET RAILWAY COMPANY,
316 EXCHANGE BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.
William N. Howard, *Treasurer and Clerk of Corporation*, South Easton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.
John J. Bowlen, Southbridge, Mass. Charles D. Harrington, Southbridge, Mass. Edwin Phillips, Southbridge, Mass. Lyman S. Lamb, Charlton Depot, Mass. William N. Howard, South Easton, Mass. Charles E. Barnes, Malden, Mass. William S. Reed, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,
LYMAN S. LAMB,
WILLIAM N. HOWARD,
WILLIAM S. REED,

Directors.

WILLIAM N. HOWARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 9, 1900. Then personally appeared the above-named Chas. E. Barnes, Lyman S. Lamb, William N. Howard and William S. Reed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT

OF THE

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$29,573 31
Operating expenses,	21,164 89
NET EARNINGS FROM OPERATION,	\$8,408 42
Miscellaneous income:	
Receipts at park,	\$1,482 16
Sale of old material,	8 00
TOTAL MISCELLANEOUS INCOME,	1,490 16
GROSS INCOME ABOVE OPERATING EXPENSES,	\$9,898 58
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,000 00
Interest and discount on unfunded debts and loans,	491 25
Taxes, State and local,	\$912 12
Taxes, commutation,	295 73
	1,207 85
Other deductions from income: maintenance of park,	4,069 70
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	8,768 80
NET DIVISIBLE INCOME,	\$1,129 78
Dividends declared (4 per cent),	2,400 00
Deficit for the year ending September 30, 1900,	\$1,270 22
Amount of surplus September 30, 1899,	4,027 04
Debits to profit and loss account during the year: excise tax for year 1899,	293 61
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$2,463 21
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$28,888 70
Receipts from carriage of mails,	300 00
Receipts from carriage of express and parcels,	249 99
Receipts from advertising in cars,	134 62
GROSS EARNINGS FROM OPERATION,	\$29,573 31

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$480 00
General office expenses and supplies,		271 15
Insurance,		1,695 29
Maintenance of roadway and buildings:		
Repair of roadbed and track,		1,044 52
Repair of electric line construction,		74 39
Removal of snow and ice,		99 10
Repair of buildings,		78 48
Maintenance of equipment:		
Repair of cars and other vehicles,		1,214 73
Repair of electric equipment of cars,		411 96
Transportation expenses:		
Cost of electric motive power,		5,978 61
Wages and compensation of persons employed in conducting transportation,		9,816 66
TOTAL OPERATING EXPENSES,		\$21,164 89
PROPERTY ACCOUNTS.		
Additions to equipment: vestibules, etc.,		\$427 79
Additions to land and buildings:		
Additional equipment of power stations,	\$50 55	
New buildings necessary for operation of railway,	6 50	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		57 05
Additions to other permanent property: park,		201 37
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$686 21
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$71,767 63	
Electric line construction, including poles, wiring, feeder lines, etc.,	16,266 56	
Engineering and other expenses incident to construction,	3,000 00	
TOTAL COST OF RAILWAY OWNED,		\$91,034 19
Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same,		22,011 94
Cost of land and buildings:		
Land necessary for operation of railway,	\$610 00	
Electric equipment at power station,	7,732 88	
Buildings necessary for operation of railway,	4,951 58	
TOTAL COST OF LAND AND BUILDINGS OWNED,		13,294 46
Other permanent property: park,		5,305 55
TOTAL PERMANENT INVESTMENTS,		\$131,646 14
Cash and current assets: cash,		157 28
Miscellaneous assets: materials and supplies,		2,705 52
TOTAL,		\$134,508 94

LIABILITIES.		Cr.	
Capital stock,			\$60,000 00
Funded debt,			60,000 00
Current liabilities: loans and notes payable,			11,000 00
Accrued liabilities:			
Interest accrued and not yet due,	\$750	00	
Taxes accrued and not yet due,	295	73	
TOTAL ACCRUED LIABILITIES,			1,045 73
Profit and Loss balance (surplus),			2,463 21
TOTAL,			\$134,508 94

CAPITAL STOCK.			
Capital stock authorized by law,	\$60,000	00	
Capital stock authorized by votes of company,	60,000	00	
Capital stock issued and outstanding,			\$60,000 00
Number of shares issued and outstanding,	600		
Number of stockholders,	49		
Number of stockholders in Massachusetts,	48		
Amount of stock held in Massachusetts,	\$58,500	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage 20-year gold bonds, .	Per Cent. 5	Jan. 1, 1917, .	\$60,000 00	\$3,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	588,529
Number carried per mile of main railway track operated,	75,959
Number of round trips run,	10,705
Number of car miles run,	149,870
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	6	6	6	10
Open passenger cars,	5	5	-	10
TOTAL,	11	11	6	20

MISCELLANEOUS EQUIPMENT.

Work cars (trailer),	1
Snow ploughs (electric equipment from one of the cars), .	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	7.595 miles.
Length of second main track, . . . . .	.153 "
Total length of main track,	7.748 "
Length of sidings, switches, etc., . . . . .	.262 "
Total, computed as single track,	8.010 "

System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Southbridge and Sturbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY,
SOUTHBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Calvin D. Paige, *President*, Southbridge, Mass. Francis L. Chapin, *Treasurer*, Southbridge, Mass. John M. Cochran, *Clerk of Corporation and General Counsel*, Southbridge, Mass. Herbert H. Morse, *Superintendent*, Southbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Calvin D. Paige, Southbridge, Mass. George W. Wells, Southbridge, Mass. Francis L. Chapin, Southbridge, Mass. Hiram C. Wells, Southbridge, Mass. Henry C. Cady, Southbridge, Mass. Albert H. Wheeler, Southbridge, Mass. Thomas T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CALVIN D. PAIGE,
A. H. WHEELER,
HIRAM C. WELLS,
GEO. W. WELLS,
HENRY C. CADY,

Directors.

FRANCIS L. CHAPIN,
Treasurer.

HERBERT H. MORSE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NOV. 5, 1900. Then personally appeared the above-named Calvin D. Paige, A. H. Wheeler, Hiram C. Wells, Geo. W. Wells, Herbert H. Morse, Henry C. Cady and Francis L. Chapin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

J. M. COCHRAN,

Justice of the Peace.

REPORT

OF THE

SOUTH MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$63,413 56
Operating expenses,	45,490 56
NET EARNINGS FROM OPERATION,	\$17,923 00
Miscellaneous income: income from sinking fund,	37 50
GROSS INCOME ABOVE OPERATING EXPENSES,	\$17,960 50
Charges upon income accrued during the year:	
Interest on funded debt,	\$5,000 00
Interest and discount on unfunded debts and loans,	3,279 87
Taxes, State and local,	\$2,418 05
Taxes, commutation,	1,201 06
	3,619 11
Payments to sinking and other special funds: sinking fund,	2,037 50
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	13,936 48
NET DIVISIBLE INCOME,	\$4,024 02
Dividends declared (8 per cent),	8,000 00
Deficit for the year ending September 30, 1900,	\$3,975 98
Amount of surplus September 30, 1899,	14,883 15
Debits to profit and loss account during the year: bills receivable,	39 61
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$10,367 56
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$62,858 60
Receipts from carriage of mails,	230 00
Receipts from rentals of buildings and other property,	75 00
Receipts from advertising in cars,	249 96
GROSS EARNINGS FROM OPERATION,	\$63,413 56
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,048 57
General office expenses and supplies,	662 74

General expenses — *Concluded.*

Legal expenses,	\$10 00
Insurance,	1,893 85
Other general expenses:	960 27
Maintenance of roadway and buildings:	
Repair of roadbed and track,	7,022 00
Repair of electric line construction,	1,671 06
Removal of snow and ice,	127 30
Repair of buildings,	51 07
Maintenance of equipment:	
Repair of cars and other vehicles,	2,440 26
Repair of electric equipment of cars,	2,419 26
Transportation expenses:	
Cost of electric motive power, \$15,939.91; less power sold, \$8,414.65; net,	7,525 26
Wages and compensation of persons employed in conducting transportation,	15,640 07
Damages for injuries to persons and property,	1,595 85
Other transportation expenses,	423 00
TOTAL OPERATING EXPENSES,	\$45,490 56

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 1,589.8 feet),	\$3,172 94
New electric line construction (length, 33,153 feet),	4,739 62
Other additions to railway:	
Reconstruction roadbed and track,	759 70
Reconstruction electric line,	1,008 95
TOTAL ADDITIONS TO RAILWAY,	\$9,681 21
Additions to equipment: car equipments,	878 90
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$362 00
Additional equipment of power stations,	1,457 18
New buildings necessary for operation of railway,	7,332 15
TOTAL ADDITIONS TO LAND AND BUILDINGS,	9,151 33
Additions to other permanent property: office fixtures,	15 00
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$19,726 44
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): Hopkinton car house,	235 61
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$19,490 83

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

DR.

Cost of railway:	
Roadbed and tracks,	\$111,548 93
Electric line construction, including poles, wiring, feeder lines, etc.,	36,677 26
Engineering and other expenses incident to construction,	3,591 68
TOTAL COST OF RAILWAY OWNED,	\$151,817 87

Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,		\$60,278 29
Cost of land and buildings:		
Land necessary for operation of railway,	\$5,862 00	
Electric power stations, including equipment,	50,002 90	
Other buildings necessary for operation of railway,	18,487 73	
TOTAL COST OF LAND AND BUILDINGS OWNED,		74,352 63
Other permanent property:		
West Natick pavilion,	\$500 00	
Office fixtures,	489 43	
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,		989 43
TOTAL PERMANENT INVESTMENTS,		\$287,438 22
Cash and current assets:		
Cash,	\$2,690 49	
Bills and accounts receivable,	2,983 08	
Sinking and other special funds,	2,037 50	
Other cash and current assets: prepaid insurance and interest,	1,314 16	
TOTAL CASH AND CURRENT ASSETS,		9,025 23
Miscellaneous assets: materials and supplies,		6,444 88
TOTAL,		\$302,908 33
LIABILITIES.		Cr.
Capital stock,		\$100,000 00
Funded debt,		100,000 00
Current liabilities:		
Loans and notes payable,	\$80,000 00	
Audited vouchers and accounts,	6,525 18	
Salaries and wages,	588 67	
TOTAL CURRENT LIABILITIES,		87,113 85
Accrued liabilities:		
Interest accrued and not yet due,	\$1,116 95	
Taxes accrued and not yet due,	2,272 47	
TOTAL ACCRUED LIABILITIES,		3,389 42
Sinking and other special funds: sinking fund,		2,037 50
Profit and Loss balance (surplus),		10,367 56
TOTAL,		\$302,908 33
CAPITAL STOCK.		
Capital stock authorized by law,	\$100,000 00	
Capital stock authorized by votes of company,	100,000 00	
Capital stock issued and outstanding,		\$100,000 00
Number of shares issued and outstanding,	1,000	
Number of stockholders,	41	
Number of stockholders in Massachusetts,	33	
Amount of stock held in Massachusetts,	\$99,200 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Feb. 1, 1915,	\$100,000 00	\$5,000 00

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to sinking fund,	\$2,037 50
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$2,037 50

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,263,117
Number carried per mile of main railway track operated, .	97,674
Number of round trips run,	22,479
Number of car miles run,	282,683
Average number of persons employed,	35

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	10	10	} 28
Open passenger cars,	9	9	-	
TOTAL,	19	19	10	28
Snow ploughs,	3	-	-	-

MISCELLANEOUS EQUIPMENT.

Repair wagon,	1
Road scraper,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER). .

Length of railway line,	12.932 miles.
Length of sidings, switches, etc., . . . . .	.896 "
Total, computed as single track,	13.828 "

System of electric motive power in use by the company : General Electric.
Names of the several cities and towns in which the railways operated by the company are located : Natick, Sherborn, Framingham, Ashland and Hopkinton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz :		
With New York, New Haven & Hartford Railroad, Waverley Street, Framingham,*	2	1
With Boston & Albany Railroad, Waverley Street, Framingham,*	1	1
With Boston & Albany Railroad, Waverley Street, Framingham,*	1	1
With Boston & Albany Railroad, Waverley Street, Framingham,†	1	1
With New York, New Haven & Hartford Railroad, Ashland, .	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	6	5

Number of above crossings at which *frogs* are inserted in the tracks, . 5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	4	-	-	-	4
Employees,	-	-	-	-	-	-
Other persons,	-	1	-	-	-	1
TOTALS,	-	5	-	-	-	5

STATEMENT OF EACH ACCIDENT.

Collision car and team; man injured slightly.
Car left track; woman slightly injured.
Trolley wire broke; woman slightly injured.
Man thrown down by starting of car; slight injuries.
Man injured by flying brake handle.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH MIDDLESEX STREET RAILWAY COMPANY,
SOUTH FRAMINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, 60 State Street, Boston, Mass. James J. Valentine, *Treasurer and Clerk of Corporation*, South Framingham, Mass. John W. Sullivan, *Superintendent*, South Framingham, Mass.

* Have flagmen.

† Factory track.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Natick, Mass. Francis Bigelow, Natick, Mass.
Stephen A. Sweetland, Natick, Mass. Harvey H. Whitney, Natick, Mass.
John M. Fiske, Natick, Mass. Granby A. Bridges, Worcester, Mass. James
J. Valentine, Framingham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLARD B. FERGUSON,
FRANCIS BIGELOW,
S. AUGUSTUS SWEETLAND,
HARVEY H. WHITNEY,
JOHN M. FISKE,
JAMES J. VALENTINE,
Directors.
JAMES J. VALENTINE,
Treasurer.
JOHN W. SULLIVAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 5, 1900. Then personally appeared the above-named Willard B. Ferguson, Francis Bigelow, S. Augustus Sweetland, Harvey H. Whitney, John M. Fiske, James J. Valentine and John W. Sullivan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED L. OAKS,
Notary Public.

REPORT

OF THE

SOUTH SHORE & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$243,763 34
Operating expenses,	200,138 71
GROSS INCOME ABOVE OPERATING EXPENSES,	\$43,624 63
Charges upon income accrued during the year:	
Interest on funded debt,	\$31,100 00
Interest and discount on unfunded debts and loans,	3,940 45
Taxes, State and local,	\$8,416 50
Taxes, commutation,	2,418 74
	10,835 24
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	45,875 69
Deficit for the year ending September 30, 1900,	\$2,251 06
Amount of deficit September 30, 1899,	5,858 94
Credits to profit and loss account during the year: adjustment of property accounts to appraisal of Gilbert Hodges, C.E.,	\$38,869 99
Debits to profit and loss account during the year:	
Adjustment insurance, interest and taxes,	\$338 90
Adjustment supplies,	2,686 50
Old accounts charged off,	14,614 35
TOTAL DEBITS,	17,639 75
NET AMOUNT CREDITED TO PROFIT AND LOSS,	21,230 24
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$13,120 24
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$241,873 85
Receipts from carriage of mails,	1,465 63
Receipts from rentals of buildings and other property,	100 00
Receipts from advertising in cars,	275 00
Receipts from interest on deposits,	48 86
GROSS EARNINGS FROM OPERATION,	\$243,763 34

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$8,138 97
General office expenses and supplies,	2,887 04
Legal expenses,	1,514 25
Insurance,	6,092 39
Other general expenses: store-room, \$44.04; advertising, \$974.72; miscellaneous general expense, \$1,330.74; internal revenue tax, \$233.78,	2,583 28
Maintenance of roadway and buildings:	
Repair of roadbed and track,	9,156 63
Repair of electric line construction,	6,124 49
Removal of snow and ice,	1,272 06
Repair of buildings,	800 81
Maintenance of equipment:	
Repair of cars and other vehicles,	13,563 62
Repair of electric equipment of cars,	11,367 47
Renewal of horses, harnesses, shoeing, etc.,	395 51
Transportation expenses:	
Cost of electric motive power, \$53,358.32; less power sold, \$1,001.40; net,	52,356 92
Wages and compensation of persons employed in conducting transportation,	64,127 91
Damages for injuries to persons and property,	10,440 60
Tolls for trackage over other railways,	6,333 56
Rentals of buildings and other property,	155 40
Other transportation expenses: car service supplies, \$317.55; miscellaneous car service expense, \$1,703.75; cleaning, oiling and sanding track, \$806.50,	2,827 80
TOTAL OPERATING EXPENSES,	\$200,138 71

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 3,003 feet),	\$8,775 93
New electric line construction (length, 3,003 feet), including 17.2 miles of feeders,	33,393 16
Other additions to railway:	
Engineering, etc.,	1,259 62
Adjustment to appraisal, track and roadway,	7,288 55
Adjustment to appraisal, electric line,	27,328 16
TOTAL ADDITIONS TO RAILWAY,	\$78,045 42
Additions to equipment:	
Electric equipment,	\$8,154 16
Additional rolling stock and vehicles,	5,729 37
Other additions to equipment:	
Furniture, \$31; sundry equipment, \$268.54,	299 54
Adjustment to appraisal, tools and machinery,	4,664 63
Adjustment to appraisal, sundry equipment,	1,325 00
TOTAL ADDITIONS TO EQUIPMENT,	20,172 70
Additions to land and buildings:	
Additional land and buildings necessary for operation of railway,	\$10,715 06
Adjustment to appraisal, additional land and buildings necessary for operation of railway,	21,844 98

Additions to land and buildings — <i>Concluded.</i>		
Additional equipment of power stations,	\$1,502 43	
Adjustment to appraisal, additional equipment of power stations,	2,440 23	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		\$36,502 70
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$134,720 82
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Depreciation, horses,	\$78 90	
Depreciation, power station and equipment,	3,000 00	
Adjustment to appraisal, cars and other rolling stock,	386 94	
Adjustment to appraisal, electric equipment,	25,607 47	
Adjustment to appraisal, water works,	27 15	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		29,100 46
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$105,620 36
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$701,992 92	
Electric line construction, including poles, wiring, feeder lines, etc.,	213,163 53	
Engineering and other expenses incident to construction,	21,344 21	
Other items of railway cost: water works,	3,500 00	
TOTAL COST OF RAILWAY OWNED,		\$940,000 66
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$143,831 50	
Electric equipment of same,	89,357 39	
Horses,	150 00	
Other items of equipment: tools and machinery, \$5,683.58; furniture, \$1,306.42; sundry equipment, \$1,593.54,	8,583 54	
TOTAL COST OF EQUIPMENT OWNED,		241,922 43
Cost of land and buildings:		
Land and buildings necessary for operation of railway,	\$114,210 00	
Electric power stations, including equipment,	147,145 00	
TOTAL COST OF LAND AND BUILDINGS OWNED,		261,355 00
TOTAL PERMANENT INVESTMENTS,		\$1,443,278 09
Cash and current assets:		
Cash,	\$36,184 91	
Bills and accounts receivable,	6,202 46	
Other cash and current assets: notes receivable,	50,000 00	
TOTAL CASH AND CURRENT ASSETS,		92,387 37

Miscellaneous assets :		
Materials and supplies,	\$15,817 35	
Other assets and property : prepaid fire insurance, \$233.34; prepaid interest, \$208.90; prepaid State, city and town taxes, \$2,159.52,	2,601 76	
TOTAL MISCELLANEOUS ASSETS,		\$18,419 11
TOTAL,		\$1,554,084 57
LIABILITIES.		Cr.
Capital stock,		\$865,000 00
Funded debt,		600,000 00
Current liabilities :		
Loans and notes payable,	\$35,000 00	
Audited vouchers and accounts,	30,843 17	
Miscellaneous current liabilities: outstanding tickets,	306 59	
TOTAL CURRENT LIABILITIES,		66,149 76
Accrued liabilities :		
Interest accrued and not yet due,	\$7,395 83	
Taxes accrued and not yet due,	2,418 74	
TOTAL ACCRUED LIABILITIES,		9,814 57
Profit and Loss balance (surplus),		13,120 24
TOTAL,		\$1,554,084 57

CAPITAL STOCK.		
Capital stock authorized by law,	\$865,000 00	
Capital stock authorized by votes of company,	865,000 00	
Capital stock issued and outstanding,		\$865,000 00
Number of shares issued and outstanding,	8,650	
Number of stockholders,	60	
Number of stockholders in Massachusetts,	56	
Amount of stock held in Massachusetts,	\$840,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First and consolidated mortgage bonds,	5	Aug. 1, 1919,	\$335,000 00	\$12,400 00
First mortgage bonds, Rockland & Abington Street Railway Co.,	6	May 1, 1915,	100,000 00	6,000 00
First mortgage bonds, Braintree & Weymouth Street Railway Co.,	5	March 1, 1917,	80,000 00	4,000 00
First mortgage gold bonds, Bridgewater, Whitman & Rockland Street Railway Co.,	5	Nov. 1, 1917,	85,000 00	4,250 00
Hingham Street Railway Co. bonds,	5	—*	174,000 00	3,850 00
Hull Street Railway Co. bonds,	6	—*	20,000 00	600 00
			\$794,000 00	
Less Hingham and Hull bonds retired during the year, . . . . .	. . .	. . .	194,000 00	—
TOTALS, . . . . .	. . .	. . .	\$600,000 00	\$31,100 00

* Retired during the year.

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	4,875,217
Number carried per mile of main railway track operated,	69,931
Number of round trips run,	152,490
Number of car miles run,	1,346,167
Average number of persons employed,	177

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	39	39	39	-
Open passenger cars,	60	60	-	-
TOTAL,	99	99	39	166
Platform freight cars,	4	-	-	-
Other cars (tower car),	1	-	-	-
TOTAL,	5	-	-	-
Snow ploughs,	13	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	6
Other highway vehicles: 4 tower wagons, 2 express wagons, 2 puns, 1 snow leveller,	9
Horses,	2
Harnesses (single),	3

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 60.062	Miles. 6.610	Miles. 66.672
Length of second main track,	3.043	-	3.043
TOTAL LENGTH OF MAIN TRACK,	63.105	6.610	69.715
Length of sidings, switches, etc.,	2.928	-	2.928
TOTAL, COMPUTED AS SINGLE TRACK,	66.033	6.610	72.643

System of electric motive power in use by the company: single trolley; General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Bridgewater, East Bridgewater, Abington, Whitman, Rockland, Hanover, Norwell, Weymouth, Braintree, Hingham and Hull.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (7 in number), viz.:		
With New York, New Haven & Hartford Railroad, North Avenue, North Abington,	4	1
With New York, New Haven & Hartford Railroad, Union Street, Rockland,	1	1
With New York, New Haven & Hartford Railroad, South Avenue, Whitman,	3	1
With New York, New Haven & Hartford Railroad, Hingham,	2	1
With New York, New Haven & Hartford Railroad, Weir River,	2	1
With New York, New Haven & Hartford Railroad, Wade's Crossing,	2	1
With New York, New Haven & Hartford Railroad, East Braintree,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	17	7

Number of above crossings at which *frogs* are inserted in the tracks, 7

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	21	1	5	1	26
Employees,	-	1	-	1	-	2
Other persons,	-	-	2	10	2	10
TOTALS,	-	22	3	16	3	38

STATEMENT OF EACH ACCIDENT.

Oct. 31, 1899. — Car derailed by sand on track; two men slightly injured.

November 3. — Man struck by car; slightly injured.

November 9. — Car left rails; woman injured.

December 16. — Man stepped from car while in motion and fell; slightly injured.

Jan. 9, 1900. — Car struck wagon; boy injured.

January 12. — Man's hand cut by window.

January 20. — Rear-end collision; two men and one woman injured.

February 7. — Man crossed track in front of car and was struck; slightly injured.

February 8. — Woman injured; car started when she was getting on.

February 14. — Car ran into open switch; man injured.

April 28. — Motorman injured by trolley wheel falling.

April 30. — Child's finger caught in jamb of door.

May 11. — Man stepped in front of car and was struck; slightly injured.

May 24. — School girl ran in front of car; slightly injured.

May 29. — Conductor struck by tree; slightly injured.

June 10. — Car ran into open switch; man fell off; slightly injured.

June 19. — Woman fell from car while it was in motion; slightly injured.

June 23. — Man lying on track; car ran over him, causing death.

June 23. — Team driven in front of car; man and woman injured.

July 4. — Rear-end collision; two men and two women injured.

July 7. — Child fell in front of car; rescued by conductor; slight injury.

July 17. — Man, going from one seat to another, struck by a pole; slightly injured.

August 5. — Rear-end collision; child's mouth injured.

August 17. — Car struck wagon; man injured.

August 18. — Car ran into gates at railroad crossing; woman jumped and was injured.

August 20. — Car struck team; man injured.

August 29. — Woman stepped off car backwards while it was in motion, causing death.

September 2. — Rear-end collision; two women injured.

September 3. — Rear-end collision; woman injured.

September 6. — Car ran into open switch; three men injured.

September 19. — Woman fell in front of car and was killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH SHORE & BOSTON STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President*, Quincy, Mass. Edward B. Nevin, *Vice-President*, South Weymouth, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Gardner F. Wells, *Clerk of Corporation and General Manager*, Rockland, Mass. Albert H. Walcott, *Superintendent*, Rockland, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. Edward B. Nevin, South Weymouth, Mass. Dr. William A. Drake, North Weymouth, Mass. Joseph H. Goodspeed, Boston, Mass. Patrick F. Sullivan, Lowell, Mass. Clarence Burgin, Quincy, Mass. Brainard T. Dyer, South Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. GOODSPEED,
E. B. NEVIN,
CLARENCE BURGIN,
WM. A. DRAKE,
BRAINARD T. DYER,
JOHN R. GRAHAM,

Directors.

ALONZO F. WALTER,

Treasurer.

GARDNER F. WELLS,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 7, 1900. Then personally appeared the above-named P. F. Sullivan, J. H. Goodspeed, E. B. Nevin, Alonzo F. Walter and Gardner F. Wells, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. QUINCY, Nov. 7, 1900. Then personally appeared the above-named Clarence Burgin and Wm. A. Drake, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. JOHNSON,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. QUINCY, Nov. 7, 1900. Then personally appeared the above-named Brainard T. Dyer and John R. Graham, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. JOHNSON,

Notary Public.

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$686,049 83
Operating expenses,	479,845 87
GROSS INCOME ABOVE OPERATING EXPENSES,	\$206,203 96
Charges upon income accrued during the year :	
Interest on funded debt,	\$21,750 00
Interest and discount on unfunded debts and loans,	5,195 44
Taxes, State and local,	\$33,997 30
Taxes, commutation,	15,301 42
	<u>49,298 72</u>
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	76,244 16
NET DIVISIBLE INCOME,	\$129,959 80
Dividends declared (8 per cent),	116,672 00
Surplus for the year ending September 30, 1900,	\$13,287 80
Amount of surplus September 30, 1899,	267,221 40
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$280,509 20
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$680,063 16
Receipts from rentals of buildings and other property, . .	3,586 67
Receipts from advertising in cars,	2,400 00
GROSS EARNINGS FROM OPERATION,	\$686,049 83
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$17,908 33
General office expenses and supplies,	1,278 87
Insurance,	7,318 66
Other general expenses :	
Incidental expenses,	2,342 48
Street sprinkling, \$2,819.83; coal for heating, \$1,399.14,	4,218 97

Maintenance of roadway and buildings :	
Repair of roadbed and track,	\$50,749 10
Repair of electric line construction,	11,116 12
Removal of snow and ice,	3,529 56
Repair of buildings,	1,593 83
Maintenance of equipment :	
Repair of cars and other vehicles,	49,042 33
Repair of electric equipment of cars,	25,133 55
Transportation expenses :	
Cost of electric motive power,	65,698 06
Wages and compensation of persons employed in conducting transportation,	231,989 54
Damages for injuries to persons and property,	7,931 47
TOTAL OPERATING EXPENSES,	\$479,845 87

PROPERTY ACCOUNTS.

Additions to railway :	
Extension of tracks (length, 21,068 feet),	\$50,689 91
New electric line construction (length, 21,068 feet),	14,814 37
TOTAL ADDITIONS TO RAILWAY,	\$65,504 28
Additions to land and buildings: additional equipment of power stations,	10,377 12
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$75,881 40

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

Dr.

Cost of railway :	
Roadbed and tracks,	\$1,043,652 55
Electric line construction, including poles, wiring, feeder lines, etc.,	189,913 60
TOTAL COST OF RAILWAY OWNED,	\$1,233,566 15
Cost of equipment :	
Cars and other rolling stock and vehicles and electric equipment of same,	\$436,425 73
Horses,	1,290 00
Other items of equipment: sundry equipment,	12,936 47
TOTAL COST OF EQUIPMENT OWNED,	450,652 20
Cost of land and buildings :	
Land and buildings necessary for operation of railway,	\$323,952 80
Electric power stations, including equipment,	390,356 37
TOTAL COST OF LAND AND BUILDINGS OWNED,	714,309 17
TOTAL PERMANENT INVESTMENTS,	\$2,398,527 52
Miscellaneous assets: materials and supplies,	20,476 76
TOTAL,	\$2,419,004 28

LIABILITIES.										CR.	
Capital stock,	.	.	.	.	.	.	.	.	.		\$1,458,400 00
Funded debt,	.	.	.	.	.	.	.	.	.		500,000 00
Current liabilities:											
Loans and notes payable,	.	.	.	.	.	.	.	.	.	\$145,000 00	
Audited vouchers and accounts,	.	.	.	.	.	.	.	.	.	35,095 08	
TOTAL CURRENT LIABILITIES,											180,095 08
Profit and Loss balance (surplus),	.	.	.	.	.	.	.	.	.		280,509 20
TOTAL,											\$2,419,004 28
CAPITAL STOCK.											
Capital stock authorized by law,	.	.	.	.	.	.	.	.	.	\$1,458,400 00	
Capital stock authorized by votes of company,	.	.	.	.	.	.	.	.	.	1,458,400 00	
Capital stock issued and outstanding,	.	.	.	.	.	.	.	.	.		\$1,458,400 00
Number of shares issued and outstanding,	.	.	.	.	.	.	.	.	.	14,584	
Number of stockholders,	.	.	.	.	.	.	.	.	.	398	
Number of stockholders in Massachusetts,	.	.	.	.	.	.	.	.	.	347	
Amount of stock held in Massachusetts,	.	.	.	.	.	.	.	.	.	\$1,364,100 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Twelve 15-year 4 per cent bonds of \$25,000 each, redeemable in 5 years from April 1, 1900, at the option of the company, dated April 1, 1895, .	4	April 1, 1910,	\$300,000 00	\$12,750 00*
Eight 20-year 4½ per cent bonds of \$25,000 each, redeemable in 15 years at the option of the company, dated April 1, 1896,	4½	April 1, 1916,	200,000 00	9,000 00
TOTALS, . . . . .	. .	. . . . .	\$500,000 00	\$21,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	13,746,813
Number carried per mile of main railway track operated,	202,992
Number of round trips run,	349,085
Number of car miles run,	3,586,242
Average number of persons employed,	440

* Four and one-half per cent 6 months to April 1, 1900; 4 per cent from April 1 to October 1, 1900.

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	96	96	96	-
Open passenger cars,	93	93	-	-
TOTAL,	189	189	96	414
Box freight cars,	6	-	-	-
Platform freight cars,	2	-	-	-
TOTAL,	8	-	-	-
Snow ploughs,	16	-	-	-

MISCELLANEOUS EQUIPMENT.

Highway vehicles: 2 buggies, 4 sleighs, 4 wagons,	10
Horses,	8
Harnesses (double, 4; single, 3),	7
Other items of equipment: 2 lathes, 1 wheel press, 1 Field spool winder, 1 10 horse-power stationary motor, shaft- ing, pulleys, belts, etc.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	56.186 miles.
Length of second main track,	11.535 "
Total length of main track,	67.721 "
Length of sidings, switches, etc.,	4.969 "
Total, computed as single track,	72.690 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.6992 miles.
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System of electric motive power in use by the company: Single trolley.

Names of the several cities and towns in which the railways operated by the company are located: Springfield, West Springfield, Chicopee, Longmeadow and Agawam.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New England Railroad at Boston Road,	1	1
With spur track of Chapman Valve Manufacturing Company at Indian Orchard, used once a day for freight only,	1	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	2	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	10	1	14	1	24
Employees,	-	7	-	6	-	13
Other persons,	-	2	-	18	-	20
TOTALS,	-	19	1	38	1	57

STATEMENT OF EACH ACCIDENT.

- Oct. 11, 1899.* — Collision of car and team; driver injured.
October 14. — Collision of car and team; woman injured.
October 25. — Girl ran into side of car; toes crushed.
November 11. — Woman jumped from moving car; injured.
Jan. 16, 1900. — Woman fell in getting off standing car; injured.
January 31. — Conductor fell from moving car; injured.
February 12. — Conductor closed door on man's fingers.
February 28. — Collision of two cars; two women slightly injured.
February 28. — Piece of steel flew into eye of employee.
March 3. — Drunken man stepped in front of moving car; injured.
March 5. — Woman fell in getting off standing car; slightly injured.
March 9. — Man stepped in front of moving car; injured.
March 13. — Piece of steel struck employee on wrist; injured.
March 19. — Employee fell into a pit; sprained ankle.
March 20. — Man tried to board rapidly moving car; shoulder dislocated.
March 24. — Man ran into front end of car; injured.
April 18. — Collision of car and team; driver injured.
April 22. — Drunken man staggered into side of car; toes crushed.
May 3. — Collision of car and team; driver injured.
May 14. — Woman slipped in getting on standing car; injured.
May 18. — Conductor, in closing window, put his hand through glass; hand cut.
May 27. — Woman stepped from moving car; injured.

- June 23.* — Conductor fell from moving car; injured.
June 28. — Conductor, in raising window, put his hand through glass; hand cut.
July 16. — Collision of car and team; driver injured.
July 19. — Collision of car and team; two men injured.
July 22. — Car ran off track on grade; three persons slightly injured.
July 25. — Conductor fell off moving car; injured.
July 25. — Rail fell on foot of employee; toe crushed.
July 26. — Woman stepped from moving car; injured.
July 28. — Woman stepped from standing car; sprained ankle.
August 13. — Drunken man fell off moving car; injured.
August 15. — Man dropped his cane and jumped off car after it; died of his injuries.
August 16. — Car ran off track; two men injured.
August 18. Woman stood up in open car as it was going into curve; thrown out and injured.
August 20. — Drunken man fell off car; injured.
August 24. — Conductor fell from moving car; injured.
August 25. — Employee squeezed between car and sewer plank; slight injury.
August 29. — Man fell from open car; seriously injured.
September 1. — Drunken man stepped in front of moving car; injured.
September 2. — Drunken man fell off car; injured.
September 4. — Man in changing his seat fell from car; injured.
September 16. — Man attempted to board moving car; fell and injured.
September 17. — Conductor fell from moving car; injured.
September 18. — Collision of two cars; employee slightly injured.
September 20. — Collision of two cars; two women slightly injured.
September 26. — Collision of car and team; driver injured.
September 28. — Man jumped from moving car; fell and injured.
September 29. — Collision of car and team; woman injured.
September 29. — Woman stepped from standing car to excavation in street; injured.
September 30. — Drunken man on bicycle ran into standing car; injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,
 SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Frederick Harris, *Treasurer*, Springfield, Mass. Jonathan Barnes, *Clerk of Corporation*, Springfield, Mass. Lucius E. Ladd, *Auditor*, Springfield, Mass. Geo. W. Cook, *Superintendent*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. George M. Atwater, Springfield, Mass. Frederick Harris, Springfield, Mass. Alonzo Willard Damon, Springfield, Mass. George W. Cook, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,
A. W. DAMON,
FREDERICK HARRIS,
GEO. W. COOK,
Directors.
FREDERICK HARRIS,
Treasurer.
GEO. W. COOK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 22, 1900. Then personally appeared the above-named John Olmsted, A. W. Damon, Frederick Harris and Geo. W. Cook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JONATHAN BARNES,
Justice of the Peace.

REPORT

OF THE

STOUGHTON & RANDOLPH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		Dr.
Cost of railway, . . . . .	.	\$203,000 00
Cash and current assets: bills and accounts receivable, . . . . .	.	5,000 00
TOTAL, . . . . .	.	\$208,000 00
LIABILITIES.		Cr.
Capital stock, . . . . .	.	\$80,000 00
Current liabilities: loans and notes payable, . . . . .	.	128,000 00
TOTAL, . . . . .	.	\$208,000 00
CAPITAL STOCK.		
Capital stock authorized by law,	\$80,000 00	
Capital stock authorized by votes of company,	80,000 00	
Capital stock issued and outstanding, . . . . .	.	\$80,000 00
Number of shares issued and outstanding,	800	
Number of stockholders,	34	
Number of stockholders in Massachusetts,	33	
Amount of stock held in Massachusetts,	\$79,300 00	

RAILWAY OWNED.

Length of railway line,	8.060 miles.
Length of sidings, switches, etc, . . . . .	.190 "
Total, computed as single track,	8.250 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STOUGHTON & RANDOLPH STREET RAILWAY COMPANY,
200 SUMMER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frank C. Granger, *President*, Randolph, Mass. Frank Slater, *Vice-President*, Warren, Mass. Edward F. Draper, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frank C. Granger, Randolph, Mass. Frank Slater, Warren, Mass. Edward C. Jenney, North Easton, Mass. James E. Howard, Eastondale, Mass. Edward F. Draper, Boston, Mass. George M. Faulkner, Warren, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANK C. GRANGER,
EDWARD F. DRAPER,
EDWARD C. JENNEY,
JAMES E. HOWARD,
GEORGE M. FAULKNER,
Directors.
EDWARD F. DRAPER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Dec. 10, 1900. Then personally appeared the above-named Frank C. Granger, Edward F. Draper, Edward C. Jenney, James E. Howard and George M. Faulkner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR J. SELFRIDGE,
Justice of the Peace.

REPORT

OF THE

TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$103,501 21
Operating expenses,	47,187 15
NET EARNINGS FROM OPERATION,	\$56,314 06
Miscellaneous income: Sabbatia Park,	4,043 40
GROSS INCOME ABOVE OPERATING EXPENSES,	\$60,357 46
Charges upon income accrued during the year:	
Interest on funded debt,	\$28,750 00
Interest and discount on unfunded debts and loans,	7,129 18
Taxes, State and local,	\$2,499 13
Taxes, commutation,	1,911 82
	4,410 95
Payments to sinking and other special funds:	
Renewal fund,	\$5,000 00
Winter expense fund,	5,000 00
	10,000 00
Other deductions from income: Sabbatia Park maintenance,	6,067 53
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	56,357 66
Surplus for the year ending September 30, 1900,	\$3,999 80
Amount of deficit September 30, 1899,	21,837 07
Credits to profit and loss account during the year:	
Adjustment of supplies,	\$566 74
Special assessment,	21,877 01
Surplus Providence & Taunton Street Railway,	25,739 72
TOTAL CREDITS,	48,183 47
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$30,346 20
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$95,590 96
Receipts from carriage of mails,	28 16
Receipts from tolls for use of tracks by other companies,	6,672 53
Receipts from advertising in cars,	364 00
Other earnings from operation:	
Miscellaneous income,	40 50
Power surplus,	805 06
GROSS EARNINGS FROM OPERATION,	\$103,501 21

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$3,228 44
General office expenses and supplies,	904 27
Legal expenses,	1,073 24
Insurance,	4,688 93
Other general expenses: advertising, \$79.90; miscellaneous general, \$505 67; internal revenue, \$295,	880 57
Maintenance of roadway and buildings:	
Repair of roadbed and track,	3,058 51
Repair of electric line construction,	1,021 58
Removal of snow and ice,	140 67
Repair of buildings,	399 64
Maintenance of equipment:	
Repair of cars and other vehicles,	3,090 00
Repair of electric equipment of cars,	2,183 58
Renewal of horses, harnesses, shoeing, etc,	121 16
Transportation expenses:	
Cost of electric motive power, \$17,142.67; less power sold, \$17,947.73.	
Wages and compensation of persons employed in conducting transportation,	23,695 97
Damages for injuries to persons and property,	831 52
Rentals of buildings and other property,	536 00
Other transportation expenses: car service supplies, \$228.02; car service expenses, \$463.12; cleaning and oiling track, \$641.93,	1,333 07
TOTAL OPERATING EXPENSES,	\$47,187 15
PROPERTY ACCOUNTS.	
Additions to railway:	
New electric line construction, balance extension previous year,	\$16 44
Other additions to railway: property Providence & Taunton Street Railway Company,	278,745 67
TOTAL ADDITIONS TO RAILWAY,	\$278,762 11
Additions to equipment:	
Electric equipment of snow plough,	\$1,339 13
Other additional rolling stock and vehicles: snow plough,	750 00
Other additions to equipment:	
Property Providence & Taunton Street Railway Company,	58,834 99
Air brakes, \$4,468.86; private telephone line, \$1.83; office furniture, \$81.60 (account Providence & Taunton Street Railway Company),	4,552 29
Office furniture and fixtures, account transferred,*	940 87
TOTAL ADDITIONS TO EQUIPMENT,	66,417 28
Additions to land and buildings: other property Providence & Taunton Street Railway Company,	111,630 30
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$456,809 69

* Shown under miscellaneous assets last year.

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):	
Harnesses,	\$30 00
1 M. P. 200 generator,	2,100 00
Old horse cars,	152 00
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .	\$2,282 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$454,527 69

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$781,293 50	
Electric line construction, including poles, wiring, feeder lines, etc.,	180,379 97	
TOTAL COST OF RAILWAY OWNED,		\$961,673 47
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$112,672 22	
Electric equipment of same,	59,594 67	
Horses,	113 45	
Other items of equipment: office furniture, \$1,022.47; telephone line, \$794.21; sundries, \$4,436.12,	6,252 80	
TOTAL COST OF EQUIPMENT OWNED,		178,633 14
Cost of land and buildings: electric power stations, including equipment,		266,357 41
Other permanent property: Sabbatia Park,		60,710 49
TOTAL PERMANENT INVESTMENTS,		\$1,467,374 51
Cash and current assets:		
Cash,	\$10,898 38	
Bills and accounts receivable,	6,533 14	
Other cash and current assets:		
Prepaid insurance,	1,924 87	
Prepaid taxes,	1,165 42	
TOTAL CASH AND CURRENT ASSETS,		20,521 81
Miscellaneous assets: materials and supplies,		6,007 30
TOTAL,		\$1,493,903 62
LIABILITIES.		CR.
Capital stock,		\$525,000 00
Funded debt,		700,000 00
Current liabilities:		
Loans and notes payable,	\$195,000 00	
Audited vouchers and accounts,	15,079 75	
Miscellaneous current liabilities:		
Tickets outstanding,	147 63	
Conductors' deposits,	69 00	
TOTAL CURRENT LIABILITIES,		210,296 38

Accrued liabilities:		
Interest accrued and not yet due, . . .	\$5,833 36	
Taxes accrued and not yet due, . . .	2,427 68	
TOTAL ACCRUED LIABILITIES, . . .		\$8,261 04
Sinking and other special funds:		
Renewal fund, . . .	\$15,000 00	
Winter expense fund, . . .	5,000 00	
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . .		20,000 00
Profit and Loss balance (surplus), . . .		30,346 20
TOTAL, . . .		\$1,493,903 62
CAPITAL STOCK.		
Capital stock authorized by law, . . .	\$525,000 00	
Capital stock authorized by votes of company, . . .	525,000 00	
Capital stock issued and outstanding, . . .		\$525,000 00
Number of shares issued and outstanding, . . .	5,250	
Number of stockholders, . . .	20	
Number of stockholders in Massachusetts, . . .	19	
Amount of stock held in Massachusetts, . . .	\$522,600 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, . . .	5	Jan. 1, 1914,	\$350,000 00	\$17,500 00
Debenture bonds, . . .	5	March 1, 1914,	200,000 00	10,000 00
First mortgage bonds (Providence & Taunton Street Railway Company), . . .	5	Sept. 1, 1918,	150,000 00	1,250 00
TOTALS, . . .			\$700,000 00	\$28,750 00

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to renewal fund, . . .	\$15,000 00
Additions during the year to winter expense fund, . . .	5,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900, . . .	\$20,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,902,578
Number carried per mile of main railway track operated, . . .	61,734
Number of round trips run, . . .	59,174
Number of car miles run, . . .	411,609
Average number of persons employed, . . .	100

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	20	4	24	20	20	-
Open passenger cars,	30	-	30	30	-	-
TOTAL,	50	4	54	50	20	97
Platform freight cars,	-	-	3	-	-	-
Work cars,	1	-	1	1	-	-
Other cars (coal car),	1	-	1	1	-	-
TOTAL,	2	-	5	2	-	-
Snow ploughs,	6	-	-	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other railway rolling stock: leveller,	1
Other highway vehicles:	
Tower wagon,	1
Carriage,	1
Harnesses (single),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	27.283	.414	27.697
Length of second main track,	3.122	-	3.122
TOTAL LENGTH OF MAIN TRACK,	30.405	.414	30.819
Length of sidings, switches, etc.,	1.794	-	1.794
TOTAL, COMPUTED AS SINGLE TRACK,	32.199	.414	32.613

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	2.352 miles.
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System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the company are located: Taunton, Dighton, Rehoboth and Seekonk.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (5 in number), viz.:		
With New York, New Haven & Hartford Railroad in Taunton:		
At Oak Street,	4	1
At Warren Street,	2	1
At Winthrop Street,	2	1
At Whittenton Street,	2	1
At Weir Street (2 crossings),	4	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	14	5

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Oct. 21, 1899. — Man jumped from moving car; face scratched.

November 18. — Car collided with coal cart; driver sprained ankle.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON STREET RAILWAY COMPANY,

14 CITY SQUARE, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick S. Hall, *President and General Counsel*, Taunton, Mass. Robert S. Goff, *Vice-President*, Fall River, Mass. Teresa V. Creed, *Treasurer*, Taunton, Mass. Herbert H. Read, *Clerk of Corporation*, Fall River, Mass. George F. Seibel, *Superintendent*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick S. Hall, Taunton, Mass. Patrick F. Sullivan, Lowell, Mass. Robert S. Goff, Fall River, Mass. Herbert H. Read, Fall River, Mass. William E. Dunbar, Taunton, Mass. James T. Claffy, Taunton, Mass. Edwin A. Tetlow, Taunton, Mass. George N. Elmes, Taunton, Mass. John N. Beckley, Rochester, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. N. ELMES,
WILLIAM E. DUNBAR,
JAMES T. CLAFFY,
EDWIN A. TETLOW,
FREDERICK S. HALL,
ROBERT S. GOFF,
HERBERT H. READ,

Directors.

TERESA V. CREED,

Treasurer.

GEORGE F. SEIBEL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 1, 1900. Then personally appeared the above-named George N. Elmes, William E. Dunbar, James T. Claffy, Edwin A. Tetlow, Frederick S. Hall, Teresa V. Creed and George F. Seibel, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES J. NICHOLS,

Justice of the Peace.

REPORT

OF THE

TAUNTON & BROCKTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING FEBRUARY 10, 1900.

[Consolidated with the Brockton February 10, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$18,611 07
Operating expenses,	10,079 76
GROSS INCOME ABOVE OPERATING EXPENSES,	\$8,531 31
Charges upon income accrued during the year:	
Interest on funded debt,	\$1,666 67
Interest and discount on unfunded debts and loans,	82 46
Taxes, State and local,	\$605 48
Taxes, commutation,	185 72
	791 20
Other deductions from income: renewal sus- pense,	4,000 00
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	6,540 33
NET DIVISIBLE INCOME,	\$1,990 98
Dividends declared (2 per cent),	2,000 00
Deficit for the period ending February 10, 1900,	\$9 02
Amount of surplus September 30, 1899,	3,610 57
TOTAL SURPLUS FEBRUARY 10, 1900,	\$3,601 55
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$18,571 68
Receipts from advertising in cars,	1 66
Receipts from interest on deposits,	35 73
Other earnings from operation: sale of grass,	2 00
GROSS EARNINGS FROM OPERATION,	\$18,611 07
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$537 73
General office expenses and supplies,	12 31
Legal expenses,	175 68
Insurance,	861 80
Other general expenses: storeroom expense, \$1.20; internal revenue tax, \$2.00; miscellaneous general expenses, \$388.12,	391 32

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$207 52
Repair of electric line construction,	162 00
Removal of snow and ice,	9 40
Maintenance of equipment:	
Repair of cars and other vehicles,	727 01
Repair of electric equipment of cars,	294 05
Transportation expenses:	
Cost of electric motive power,	2,967 55
Wages and compensation of persons employed in conducting transportation,	2,899 26
Tolls for trackage over other railways,	418 36
Rentals of buildings and other property,	30 00
Other transportation expenses:	
Car service supplies,	42 45
Miscellaneous car service expenses,	106 18
Cleaning, oiling and sanding track,	237 09
TOTAL OPERATING EXPENSES,	\$10,079 76

PROPERTY ACCOUNTS.

Additions to railway: 3,300 feet 40-pound double T rail guard put on trestle at Easton,	\$1,201 32
Additions to equipment:	
Telephone system between Brockton and Taunton,	\$643 02
Sand boxes, etc.,	17 33
TOTAL ADDITIONS TO EQUIPMENT,	660 35
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$1,861 67

GENERAL BALANCE SHEET FEBRUARY 10, 1900.

	ASSETS.	DR.
Cost of railway:		
Roadbed and tracks,	\$135,945 97	
Electric line construction, including poles, wiring, feeder lines, etc.,	26,785 27	
Engineering and other expenses incident to construction,	17,712 65	
TOTAL COST OF RAILWAY OWNED,		\$180,443 89
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$24,031 08	
Electric equipment of same,	8,700 84	
Other items of equipment: telephone line,	643 02	
TOTAL COST OF EQUIPMENT OWNED,		33,374 94
TOTAL PERMANENT INVESTMENTS,		\$213,818 83
Cash and current assets:		
Cash,	\$741 94	
Bills and accounts receivable,	6,507 14	
Other cash and current assets: prepaid insurance and interest,	702 56	
TOTAL CASH AND CURRENT ASSETS,		7,951 64
TOTAL,		\$221,770 47

LIABILITIES.		CR.	
Capital stock,			\$100,000 00
Funded debt,			100,000 00
Current liabilities:			
Loans and notes payable,	\$10,000 00		
Miscellaneous current liabilities: outstand- ing tickets,	14 80		
TOTAL CURRENT LIABILITIES,			10,014 80
Accrued liabilities: taxes accrued and not yet due,			337 09
Sinking and other special funds:			
Accident fund,	\$2,165 19		
Renewal fund,	5,651 84		
TOTAL SINKING AND OTHER SPECIAL FUNDS,			7,817 03
Profit and Loss balance (surplus),			3,601 55
TOTAL,			\$221,770 47
CAPITAL STOCK.			
Capital stock authorized by law,	\$100,000 00		
Capital stock authorized by votes of company,	100,000 00		
Capital stock issued and outstanding,			\$100,000 00
Number of shares issued and outstanding,	1,000		
Number of stockholders,	8		
Number of stockholders in Massachusetts,	8		
Amount of stock held in Massachusetts,	\$100,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds, dated Aug. 2, 1897,	5	Aug. 1, 1917, .	\$100,000 00	\$1,666 67

SINKING AND OTHER SPECIAL FUNDS.

Amount Sept. 30, 1899, of accident suspense fund,	\$2,242 94
Amount Sept. 30, 1899, of renewal suspense fund,	3,000 00
Total, Sept. 30, 1899,	\$5,242 94
Additions during the year to renewal suspense fund,	4,000 00
Total, including additions,	\$9,242 94
Deductions during the year from accident sus- pense fund,	\$77 75
Deductions during the year from renewal sus- pense fund,	1,348 16
TOTAL SINKING AND OTHER SPECIAL FUNDS FEBRUARY 10, 1900,	1,425 91
	\$7,817 03

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	374,415
Number carried per mile of main railway track operated,	21,654
Number of round trips run,	9,291
Number of car miles run,	71,382
Average number of persons employed,	12

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	4	4	4	-
Open passenger cars,	6	6	-	-
TOTAL,	10	10	4	20
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Snow sleds,	4
Other highway vehicles: open wagon,	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 13.119	Miles. 2.086	Miles. 15.205
Length of second main track,	-	2.086	2.086
TOTAL LENGTH OF MAIN TRACK,	13.119	4.172	17.291
Length of sidings, switches, etc., . . . . .	.420	-	.420
TOTAL, COMPUTED AS SINGLE TRACK,	13.539	4.172	17.711

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,211 miles.
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System of electric motive power in use by the company: General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Taunton, Easton and Raynham.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad, Turnpike Street, Easton,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Nov. 6, 1899. — Collision of car with wagon; driver slightly injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON & BROCKTON STREET RAILWAY COMPANY,
203 MAIN STREET, BROCKTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

H. B. Rogers, *President and General Manager*, Brockton, Mass. John P. Morse, *Vice-President*, Brockton, Mass. Henry E. Reynolds, *Treasurer and Clerk of Corporation*, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

J. H. Goodspeed, Boston, Mass. F. B. Howard, Brockton, Mass. Wm. Jones, Brockton, Mass. H. B. Rogers, Brockton, Mass. Henry E. Reynolds, Brockton, Mass. John P. Morse, Brockton, Mass. P. F. Sullivan, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED. B. HOWARD,
WILLIAM JONES,
JOHN P. MORSE,
HENRY E. REYNOLDS,
HORACE B. ROGERS,
J. H. GOODSPEED,
P. F. SULLIVAN,
Directors.
HENRY E. REYNOLDS,
Treasurer.
HORACE B. ROGERS,
General Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. BROCKTON, Nov. 3, 1900. Then personally appeared the above-named Fred. B. Howard, William Jones, John P. Morse and Henry E. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, SEWELL P. HOWARD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. BROCKTON, Nov. 3, 1900. Then personally appeared the above-named Horace B. Rogers, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, HENRY E. REYNOLDS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 5, 1900. Then personally appeared the above-named P. F. Sullivan and J. H. Goodspeed, and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

TEMPLETON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.			
ASSETS.		DR.	
Cost of railway: roadbed and tracks,	. . . . .		\$165,000 00
TOTAL,	. . . . .		\$165,000 00
LIABILITIES.		CR.	
Capital stock,	. . . . .		\$50,000 00
Current liabilities: loans and notes payable,	. . . . .		115,000 00
TOTAL,	. . . . .		\$165,000 00
CAPITAL STOCK.			
Capital stock authorized by law,	. . . . .	\$50,000 00	
Capital stock authorized by votes of company,	. . . . .	50,000 00	
Capital stock issued and outstanding,	. . . . .		\$50,000 00
Number of shares issued and outstanding,	. . . . .	500	

RAILWAY OWNED.

Length of railway line,	. . . . .	6.500 miles.
Total, computed as single track,	. . . . .	6.500 "

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TEMPLETON STREET RAILWAY COMPANY,
246 WASHINGTON STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Percival Blodgett, *President and General Manager*, East Templeton, Mass.
 Frederick Greenwood, *Vice-President*, East Templeton, Mass. B. W. Skinner,
Treasurer, 246 Washington Street, Boston, Mass. Chas. E. Ingalls, *Clerk of*
Corporation, East Templeton, Mass. R. D. Colburn, *Superintendent*, East
 Templeton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Percival Blodgett, East Templeton, Mass. Frederick Greenwood, East Templeton, Mass. O. W. Siebert, East Templeton, Mass. Bert W. Skinner, 246 Washington Street, Boston, Mass. Frederick G. Roberts, 246 Washington Street, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

PERCIVAL BLODGETT, -
FREDERICK GREENWOOD,
O. W. SIEBERT,
B. W. SKINNER,
F. G. ROBERTS,
B. W. SKINNER,
R. D. COLBURN,
Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. FEB. 16, 1901. Then personally appeared the above-named Percival Blodgett, Frederick Greenwood, O. W. Siebert and R. D. Colburn, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

T. L. SARGEANT,
Justice of the Peace.

REPORT

OF THE

UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$249,640 18
Operating expenses,	150,901 96
GROSS INCOME ABOVE OPERATING EXPENSES,	\$98,738 22
Charges upon income accrued during the year:	
Interest on funded debt,	\$17,500 00
Interest and discount on unfunded debts and loans,	5,135 14
Taxes, State and local,	\$9,783 59
Taxes, commutation,	5,072 99
	14,856 58
Other deductions from income: temporary bridge construction,	767 36
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	38,259 08
NET DIVISIBLE INCOME,	\$60,479 14
Dividends declared (8 per cent on \$450,000),	36,000 00
Surplus for the year ending September 30, 1900,	\$24,479 14
Amount of surplus September 30, 1899,	50,000 00
	\$74,479 14
Credits to profit and loss account during the year:	
Supplies, \$10,310.85; premium on sale of stock, \$60,000,	\$70,310 85
Adjustment of prior accounts,	1,099 21
TOTAL CREDITS,	\$71,410 06
Debits to profit and loss account during the year:	
Power station, \$7,500; power station equipment, \$19,-591.78,	\$27,091 78
Construction, \$40,849.29; supplies, \$1,218.03,	42,067 32
Car account,	24,493 37
TOTAL DEBITS,	93,652 47
NET AMOUNT DEBITED TO PROFIT AND LOSS,	22,242 41
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$52,236 73

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$224,109 96
Receipts from carriage of mails,	250 00
Receipts from tolls for use of tracks by other companies,	23,342 29
Receipts from rentals of buildings and other property,	652 89
Receipts from advertising in cars,	1,000 00
Receipts from interest on sinking funds,	168 75
Other earnings from operation:	
Miscellaneous receipts,	106 22
Sale of manure,	4 74
Sale of supplies,	5 33
GROSS EARNINGS FROM OPERATION,	\$249,640 18

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$5,881 63
General office expenses and supplies,	729 05
Legal expenses,	332 45
Insurance,	13,140 50
Other general expenses,	2,125 00
Engineering,	613 39
Maintenance of roadway and buildings:	
Repair of roadbed and track,	3,202 34
Repair of electric line construction,	3,087 06
Removal of snow and ice,	173 68
Repair of buildings,	1,508 58
Maintenance of equipment:	
Repair of cars and other vehicles,	7,582 24
Repair of electric equipment of cars,	6,530 72
Renewal of horses, harnesses, shoeing, etc.,	63 11
Transportation expenses:	
Cost of electric motive power,	21,642 29
Provender for horses,	690 76
Wages and compensation of persons employed in conducting transportation,	70,344 18
Damages for injuries to persons and property,	7,719 43
Other transportation expenses,	5,535 55
TOTAL OPERATING EXPENSES,	\$150,901 96

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 15,435 feet),	\$57,825 32
New electric line construction (length, 15,435 feet),	19,389 93
TOTAL ADDITIONS TO RAILWAY,	\$77,215 25
Additions to equipment:	
Additional cars (6 in number),	\$10,444 44
Electric equipment of same,	6,800 22
Other additional rolling stock and vehicles,	3,500 00
Other additions to equipment:	
Registers,	225 00
Tools and machinery,	57 31
TOTAL ADDITIONS TO EQUIPMENT,	21,026 97

Additions to land and buildings:		
Additional land necessary for operation of railway,	\$6,000 00	
New buildings necessary for operation of railway,	116 02	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		\$6,116 02
Additions to other permanent property: New Bedford and Fairhaven Bridge (in construction):		
Roadway and track,	\$2,818 90	
Electric line construction,	944 19	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, .		3,763 09
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$108,121 33
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Sale of equipment,	\$240 00	
Sale of rails (New Bedford and Fairhaven Bridge),	63 63	
Sale of horse,	70 00	
Depreciation of power station,	7,500 00	
Depreciation of power station equipment,	19,591 78	
Depreciation of construction,	40,849 29	
Depreciation of cars,	24,493 37	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .		92,808 07
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$15,313 26

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$484,323 21	
Electric line construction, including poles, wiring, feeder lines, etc.,	81,755 89	
TOTAL COST OF RAILWAY OWNED,		\$566,079 10
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$100,777 15	
Electric equipment of same,	72,236 14	
Horses,	65 70	
Other items of equipment,	3,630 15	
TOTAL COST OF EQUIPMENT OWNED,		176,709 14
Cost of land and buildings:		
Land necessary for operation of railway,	\$55,370 48	
Electric power stations, including equipment,	65,603 55	
Other buildings necessary for operation of railway,	96,369 49	
TOTAL COST OF LAND AND BUILDINGS OWNED, . . .		217,343 52

Other permanent property: New Bedford and Fairhaven Bridge:			
Roadbed and track,	\$31,286 47		
Electric line construction,	8,578 84		
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,			\$39,865 31
TOTAL PERMANENT INVESTMENTS,			\$999,997 07
Cash and current assets:			
Cash,	\$50,061 98		
Bills and accounts receivable,	2,141 86		
Sinking and other special funds,	4,080 95		
Other cash and current assets: prepaid insurance premium,	1,612 50		
TOTAL CASH AND CURRENT ASSETS,			57,897 29
Miscellaneous assets: materials and supplies,			14,415 48
TOTAL,			\$1,072,309 84
LIABILITIES.		Cr.	
Capital stock,			\$600,000 00
Funded debt,			400,000 00
Current liabilities:			
Audited vouchers and accounts,	\$13,305 00		
Miscellaneous current liabilities: unredeemed tickets,	768 11		
TOTAL CURRENT LIABILITIES,			14,073 11
Sinking and other special funds: car and renewal fund,			6,000 00
Profit and Loss balance (surplus),			52,236 73
TOTAL,			\$1,072,309 84
CAPITAL STOCK.			
Capital stock authorized by law,	\$600,000 00		
Capital stock authorized by votes of company,	600,000 00		
Capital stock issued and outstanding,			\$600,000 00
Number of shares issued and outstanding,	6,000		
Number of stockholders,	120		
Number of stockholders in Massachusetts,	109		
Amount of stock held in Massachusetts,	\$523,800 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
Consolidated mortgage twenty-year 5 per cent gold bonds (may be registered),	5	Jan. 2, 1914,	\$400,000 00	\$17,500 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of redemption of bonds sinking fund,	\$3,912 20
Amount, September 30, 1899, of car and renewal fund,	6,000 00
TOTAL SEPTEMBER 30, 1899,	\$9,912 20
Additions during the year to redemption of bonds sinking fund,	168 75
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$10,080 95

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	4,590,934
Number carried per mile of main railway track operated,	197,987
Number of round trips run,	171,282
Number of car miles run,	1,088,803
Average number of persons employed,	167

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Passenger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	40	1	41	40	40	-
Open passenger cars,	48	2	50	48	-	-
TOTAL,	88	3	91	88	40	135
Work cars,	1	-	-	-	-	-
Snow ploughs,	5	1	6	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	8
Other railway rolling stock:	
Sweeper,	1
Sand cars,	3
Other highway vehicles: 1 low gear, 2 road machines, 1 surrey, 1 sleigh, 2 express wagons, 2 tower wagons, 1 open buggy,	10
Horses,	4
Harnesses (double, 5; single, 5),	10
Other items of equipment: track and station tools and machinery.	

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	20.396 miles.
Length of second main track,	2.792 "
Total length of main track,	23.188 "
Length of sidings, switches, etc.,	2.304 "
Total, computed as single track,	25.492 "

System of electric motive power in use by the company: Thomson-Houston; overhead single trolley.

Names of the several cities and towns in which the railways operated by the company are located: New Bedford, Fairhaven and Dartmouth.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (3 in number), viz.:		
With New York, New Haven & Hartford Railroad, Eastern District, as follows:		
With Weld Street, New Bedford, Taunton Division,	3	1
With entrance to New Bedford and Fairhaven Bridge, New Bedford, Taunton Division,	2	1
With Main Street, Fairhaven, Cape Cod Division,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	8	3

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	11	-	14
Employees,	-	2	-	-	-	2
Other persons,	-	2	-	13	-	15
TOTALS,	-	7	-	24	-	31

STATEMENT OF EACH ACCIDENT.

Oct. 13, 1899. — Car collided with another car; motorman slightly injured.

November 7. — Car and team collided; man's back hurt.

November 10. — Man got off moving car; fell and broke his collar bone.

November 10. — Car and team collided; three men slightly injured.

November 28. — Car and team collided; man's back injured.

December 5. — Horse, frightened at passing car, ran away and slightly injured driver.

Feb. 10, 1900. — Trolley pole fell on man's head and slightly cut it.

February 19. — Child at play ran into car; wheel ran over and severed part of his hand.

March 14. — Car left rail; struck and slightly bruised a child.

March 24. — Car struck team at cross street; injured driver's leg slightly.

April 7. — Child jumped from moving car, fell and was badly shaken up.

April 16. — Team turned suddenly in front of moving car, was struck and driver bruised on hip.

April 24. — Motor of car dropped; motorman's wrist sprained.

April 28. — Woman was getting on car, which started and threw her; injuries slight.

May 6. — Car struck team at cross street; four occupants slightly injured.

May 24. — Woman slipped in getting off car; fell and broke her arm.

May 26. — Two cars collided; one passenger bruised.

June 12. — Woman slipped in getting off car; bruised about her hips.

July 4. — Man jumped in front of moving car, struck; injuries slight.

July 4. — Man fell from moving car; knee injured.

July 8. — Woman caught heel of shoe in step of car; fell, breaking her leg.

August 18. — Man jumped from moving car; injured.

August 26. — Man attempted to get on moving car; injured.

August 31. — Man stepped from moving car; slight scalp wound.

September 18. — Woman thrown by car starting as she was getting off; slight injuries.

September 28. — Man fell from moving car; slight scalp wound.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION STREET RAILWAY COMPANY,

7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President and Treasurer*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Clarence A. Cook, *Clerk of Corporation*, New Bedford, Mass. Walter Clifford, *General Counsel*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Lot B. Bates, New Bedford, Mass. Chas. H. Lawton, New Bedford, Mass. Frank W. Brightman, Fall River, Mass. S. Harrison Wagner, New Haven, Conn. Walter P. Winsor, New Bedford, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
W. P. WINSOR,
THOMAS B. TRIPP,
LOT B. BATES,
FRANK W. BRIGHTMAN,
Directors.
HENRY H. CRAPO,
Treasurer.
EDWARD E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. NOV. 1, 1900. Then personally appeared the above-named Henry H. Crapo, Walter P. Winsor, Thomas B. Tripp, Lot B. Bates, Frank W. Brightman and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

OLIVER PRESCOTT, JR.,
Justice of the Peace.

REPORT

OF THE

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MARCH 3, 1900.

[Consolidated with the Lynn & Boston March 3, 1900.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$29,694 75
Operating expenses,	31,974 21
GROSS LOSS ABOVE OPERATING EXPENSES,	\$2,279 46
Charges upon income accrued during the year :	
Interest on funded debt,	\$3,625 00
Interest and discount on unfunded debts and loans,	2,650 81
Taxes, State and local,	\$1,149 81
Taxes, commutation,	293 04
	1,442 85
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	7,718 66
Deficit for the period ending March 3, 1900,	\$9,998 12
Amount of deficit September 30, 1899,	3,624 29
	\$13,622 41
Credits to profit and loss account during the year :	
Tax rebate 1899,	\$233 90
Surplus Mystic Valley Street Railway,	7,071 62
TOTAL CREDITS,	\$7,305 52
Debits to profit and loss account during the year :	
Deficit Reading & Lowell Street Railway,	\$15,861 15
Deficit Salem & Wakefield Street Railway,	3,583 46
Deficit Woburn & Reading Street Railway,	6,536 51
TOTAL DEBITS,	25,981 12
NET AMOUNT DEBITED TO PROFIT AND LOSS,	18,675 60
TOTAL DEFICIT MARCH 3, 1900,	\$32,298 01

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$29,300 69
Receipts from tolls for use of tracks by other companies,	155 31
Receipts from rentals of buildings and other property,	62 50
Receipts from advertising in cars,	170 00
Other earnings from operation: receipts miscellaneous,	6 25
GROSS EARNINGS FROM OPERATION,	\$29,694 75

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$890 48
General office expenses and supplies,	138 49
Legal expenses,	11 98
Insurance,	2,661 83
Other general expenses: store room, \$30.87; advertising, \$5; miscellaneous general expenses, \$361.36; internal revenue tax, \$203,	600 23
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,851 45
Repair of electric line construction,	1,173 19
Removal of snow and ice,	1,188 48
Repair of buildings,	116 00
Maintenance of equipment:	
Repair of cars and other vehicles,	1,344 53
Repair of electric equipment of cars,	1,442 25
Renewal of horses, harnesses, shoeing, etc.,	141 36
Transportation expenses:	
Cost of electric motive power, \$8,962.64; less power sold, \$3,469.15; net,	5,493 49
Wages and compensation of persons employed in conducting transportation,	10,585 03
Damages for injuries to persons and property,	2,820 77
Tolls for trackage over other railways,	248 51
Rentals of buildings and other property,	147 33
Other transportation expenses: car service supplies, \$145.20; miscellaneous car service expenses, \$642.79; cleaning, oiling and sanding track, \$330.82,	1,118 81
TOTAL OPERATING EXPENSES,	\$31,974 21

PROPERTY ACCOUNTS.

Additions to railway:	
New paving,	\$117 77
Property of Mystic Valley Street Railway Company,	145,024 68
Property of Reading & Lowell Street Railway Company,	140,380 93
Property of Salem & Wakefield Street Railway Company,	84,466 43
Property of Woburn & Reading Street Railway Company,	70,296 44
TOTAL ADDITIONS TO RAILWAY,	\$440,286 25

Additions to equipment:		
Electric equipment of ploughs,	\$2,883 26	
Other additional rolling stock and vehicles:		
plough,	750 00	
Other additions to equipment:		
Property of Salem & Wakefield Street Rail-		
way Company,	15,186 70	
Property of Woburn & Reading Street		
Railway Company,	10,442 10	
Property of Mystic Valley Street Railway		
Company,	19,396 31	
Property of Reading & Lowell Street Rail-		
way Company,	14,651 68	
TOTAL ADDITIONS TO EQUIPMENT,		\$63,310 05
Additions to land and buildings:		
Property of Mystic Valley Street Railway		
Company,	\$6,047 58	
Property of Woburn & Reading Street Rail-		
way Company,	6,353 94	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		12,401 52
Additions to other permanent property: property of Salem &		
Wakefield Street Railway Company,		7,624 43
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$523,622 25

GENERAL BALANCE SHEET MARCH 3, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$500,563 06	
Electric line construction, including poles,		
wiring, feeder lines, etc.,	121,741 10	
Engineering and other expenses incident to		
construction,	15,250 19	
Other items of railway cost: reconstruction,	2,380 30	
TOTAL COST OF RAILWAY OWNED,		\$639,934 65
Cost of equipment:		
Cars and other rolling stock and vehicles, . .	\$54,007 01	
Electric equipment of same,	65,955 64	
Other items of equipment: sundry equipment,	14,221 90	
TOTAL COST OF EQUIPMENT OWNED,		134,184 55
Cost of land and buildings:		
Land necessary for operation of railway, . .	\$3,707 25	
Electric power stations, including equipment,	88,124 80	
Other buildings necessary for operation of		
railway,	25,890 58	
TOTAL COST OF LAND AND BUILDINGS OWNED,		117,722 63
Other permanent property: park property,		7,624 43
TOTAL PERMANENT INVESTMENTS,		\$899,466 26

Cash and current assets:			
Cash,	\$1,538 08		
Bills and accounts receivable,	24,595 96		
Other cash and current assets: construction department, \$3,812.50; prepaid fire insurance, \$1,341.61; prepaid accident insurance, \$480; prepaid miscellaneous interest, \$458.21,	6,092 32		
TOTAL CASH AND CURRENT ASSETS,		\$32,226 36	
Miscellaneous assets: materials and supplies,		3,051 19	
Profit and Loss balance (deficit),		32,298 01	
TOTAL,		\$967,041 82	
LIABILITIES.		Cr.	
Capital stock,		\$475,000 00	
Funded debt,		210,000 00	
Current liabilities:			
Loans and notes payable,	\$261,557 76		
Audited vouchers and accounts,	13,796 84		
Salaries and wages,	1,012 26		
Matured interest coupons unpaid,	3,812 50		
Miscellaneous current liabilities: outstanding tickets,	34 28		
TOTAL CURRENT LIABILITIES,		280,213 64	
Accrued liabilities:			
Interest accrued and not yet due,	\$500 00		
Taxes accrued and not yet due,	1,328 18		
TOTAL ACCRUED LIABILITIES,		1,828 18	
TOTAL,		\$967,041 82	
CAPITAL STOCK.			
Capital stock authorized by law,	\$475,000 00		
Capital stock authorized by votes of company,	475,000 00		
Capital stock issued and outstanding,		\$475,000 00	
Number of shares issued and outstanding,	4,750		
Number of stockholders,	6		
Number of stockholders in Massachusetts,	6		
Amount of stock held in Massachusetts,	\$475,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage gold bonds,	5	Mar. 1, 1915,	\$150,000 00	\$3,125 00
First mortgage gold bonds, Mystic Valley Street Railway Company,	5	Jan. 1, 1919,	60,000 00	500 00
TOTALS,			\$210,000 00	\$3,625 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	598,009
Number carried per mile of main railway track operated, .	137,000
Number of round trips run,	22,528
Number of car miles run,	226,287
Average number of persons employed,	96

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Penders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	22	22	18	-
Open passenger cars,	26	26	-	-
TOTAL,	48	48	18	82
Work cars,	1	-	-	-
Snow ploughs,	9	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other highway vehicles: 1 farm wagon, 1 tower wagon, 1 express wagon,	3
Horses,	2
Harnesses (double, 4; single, 2),	6

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	43.650 miles.
Length of sidings, switches, etc.,	1.274 "
Total, computed as single track,	44.924 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,664 miles.
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System of electric motive power in use by the company: single trolley, General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Wakefield, Stoneham, Reading, Saugus, Melrose, Woburn, Lynnfield, Peabody, Winchester, Arlington, Billerica and Wilmington.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (6 in number), viz.:		
With Boston & Maine Railroad, Farm Hill Station, Stoneham, . .	1	1
With Boston & Maine Railroad, Reading Station, Reading, . .	2	1
With Boston & Maine Railroad, Albion Street, Wakefield, . .	2	1
With Boston & Maine Railroad, Water Street, Wakefield, . .	2	1
With Boston & Maine Railroad, Main Street, Wakefield, . .	2	1
With Boston & Maine Railroad, Winchester Square, Winchester, .	4	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	18	6

Number of above crossings at which *frogs* are inserted in the tracks, . . 6

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	2	-	2
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	2	-	2
TOTALS,	-	-	-	4	-	4

STATEMENT OF EACH ACCIDENT.

Oct. 4, 1899. — Team turned close in and struck front of car; driver bruised on body.

October 28. — Team turned close in and struck front of car; driver shaken up, not serious.

November 5. — Man hurt finger in door of car.

December 26. — Man hurt by jumping from moving car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WAKEFIELD & STONEHAM STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

E. C. Foster, *President and General Manager*, 14 Kilby Street, Boston, Mass.
P. F. Sullivan, *Vice-President*, 14 Kilby Street, Boston, Mass. Charles
Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk*
of Corporation, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles
Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L.
Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. H. GOODSPEED,
P. F. SULLIVAN,
ELWIN C. FOSTER,
EDWIN L. STONE,
CHARLES WILLIAMS,

Directors.

CHARLES WILLIAMS,

Treasurer.

ELWIN C. FOSTER,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named Joseph H. Goodspeed, Patrick F. Sullivan, Elwin C. Foster, Edwin L. Stone and Charles Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

WALTHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Obtained a certificate of incorporation, but construction of its railway not yet begun.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	Dr.
Cost of railway (expenses in organization, engineering, legal and other expenses),	\$3,000 00
Cash and current assets: cash,	3,000 00
TOTAL,	\$6,000 00
LIABILITIES.	Cr.
Capital stock (10 per cent subscriptions to capital), . . .	\$6,000 00
TOTAL,	\$6,000 00
CAPITAL STOCK.	
Capital stock authorized by law,	\$60,000 00
Capital stock authorized by votes of company,	60,000 00
Amount paid in on 600 shares not yet issued,	\$6,000 00
Number of stockholders,	17
Number of stockholders in Massachusetts,	17
Amount of stock held in Massachusetts,	\$6,000 00

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WALTHAM STREET RAILWAY COMPANY,

320 EXCHANGE BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred. C. Hinds, *President*, 320 Exchange Building, Boston, Mass. Charles F. Avery, *Vice-President*, Boston, Mass. Charles H. Wilson, *Treasurer*, 320 Exchange Building, Boston, Mass. Henry S. Milton, *Clerk of Corporation*, 10 Tremont Street, Boston, Mass. Loyed E. Chamberlain, *General Counsel*, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fred. C. Hinds, Newton, Mass. Charles F. Avery, Newton, Mass. Lane B. Schofield, Newton, Mass. Edward D. Van Tassel, Newton, Mass. Henry S. Milton, Waltham, Mass. Bradshaw S. Tolman, Waltham, Mass. Charles H. Wilson, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED. C. HINDS,
HENRY S. MILTON,
CHARLES H. WILSON,
CHARLES F. AVERY,
Directors.
CHARLES H. WILSON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 8, 1900. Then personally appeared the above-named Fred. C. Hinds, Henry S. Milton, Charles H. Wilson and Charles F. Avery, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

WARREN, BROOKFIELD & SPENCER STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$61,567 74
Operating expenses,	36,627 30
GROSS INCOME ABOVE OPERATING EXPENSES,	\$24,940 44
Charges upon income accrued during the year:	
Interest on funded debt,	\$6,250 00
Interest and discount on unfunded debts and loans,	4,312 96
Taxes, State and local,	\$2,144 00
Taxes, commutation,	612 97
	2,756 97
Other deductions from income: amusement,	2,448 07
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	15,768 00
NET DIVISIBLE INCOME,	\$9,172 44
Dividends declared (2½ per cent),	3,750 00
Surplus for the year ending September 30, 1900, . . .	\$5,422 44
Amount of surplus September 30, 1899,	10,905 42
	\$16,327 86
Debits to profit and loss account during the year:	
Premium paid for two \$1,000 bonds for sinking fund,	\$93 61
Sinking fund,	2,000 00
Settlement of damage claims,	2,600 00
1899 excise tax paid after close of books, September 30, 1899,	573 68
TOTAL DEBITS,	5,272 29
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$11,055 57
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$61,296 89
Receipts from advertising in cars,	270 85
GROSS EARNINGS FROM OPERATION,	\$61,567 74

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks,		\$2,280 00
General office expenses and supplies,		328 95
Insurance,		612 00
Other general expenses,		452 28
Maintenance of roadway and buildings:		
Repair of roadbed and track,		2,319 79
Repair of electric line construction,		317 56
Removal of snow and ice,		377 12
Repair of buildings,		58 75
Maintenance of equipment:		
Repair of cars and other vehicles,		1,426 65
Repair of electric equipment of cars,		1,387 54
Transportation expenses:		
Cost of electric motive power,		11,479 03
Wages and compensation of persons employed in conducting transportation,		14,958 22
Damages for injuries to persons and property,		329 68
Other transportation expenses: oil, grease, waste, etc.,		299 73
TOTAL OPERATING EXPENSES,		\$36,627 30
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 1,880 feet),	\$4,095 94	
New electric line construction (length, 1,880 feet),	247 23	
Other additions to railway: engineering expenses on extension,	451 96	
TOTAL ADDITIONS TO RAILWAY,		\$4,795 13
Additions to equipment:		
Putting vestibules on closed cars,	\$1,114 92	
Electric equipment of cars,	200 00	
Other additions to equipment: trolley catchers, etc.,	187 17	
TOTAL ADDITIONS TO EQUIPMENT,		1,502 09
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$6,297 22
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.		
ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$195,255 74	
Electric line construction, including poles, wiring, feeder lines, etc.,	46,718 78	
Engineering and other expenses incident to construction,	5,882 43	
TOTAL COST OF RAILWAY OWNED,		\$247,856 95
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$19,912 29	
Electric equipment of same,	14,739 10	
Other items of equipment,	4,612 32	
TOTAL COST OF EQUIPMENT OWNED,		39,263 71

Cost of land and buildings:		
Land necessary for operation of railway,	\$2,729 55	
Electric power stations, including equipment,	50,615 70	
Other buildings necessary for operation of railway,	12,323 91	
TOTAL COST OF LAND AND BUILDINGS OWNED,		\$65,669 16
TOTAL PERMANENT INVESTMENTS,		\$352,789 82
Cash and current assets:		
Cash,	\$7,364 12	
Bills and accounts receivable,	1,188 50	
Sinking and other special funds,	2,000 00	
Other cash and current assets:		
Prepaid insurance,	679 25	
Prepaid interest,	775 49	
TOTAL CASH AND CURRENT ASSETS,		12,007 36
Miscellaneous assets: materials and supplies,		2,500 47
TOTAL,		\$367,297 65
LIABILITIES.		Cr.
Capital stock,		\$150,000 00
Funded debt,		125,000 00
Current liabilities:		
Loans and notes payable,	\$73,000 00	
Audited vouchers and accounts,	2,949 98	
TOTAL CURRENT LIABILITIES,		75,949 98
Accrued liabilities:		
Interest accrued and not yet due,	\$2,679 13	
Taxes accrued and not yet due,	612 97	
TOTAL ACCRUED LIABILITIES,		3,292 10
Sinking and other special funds: first mortgage bonds of the company purchased and deposited in sinking fund,		2,000 00
Profit and Loss balance (surplus),		11,055 57
TOTAL,		\$367,297 65
CAPITAL STOCK.		
Capital stock authorized by law,	\$220,000 00	
Capital stock authorized by votes of company,	220,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	20	
Number of stockholders in Massachusetts,	20	
Amount of stock held in Massachusetts,	\$150,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds,	Per Cent. 5	Nov. 1, 1916, .	\$125,000 00	\$6,250 00

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to sinking fund,	\$2,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$2,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,243,575
Number carried per mile of main railway track operated, .	63,425
Number of round trips run,	19,077
Number of car miles run,	380,291
Average number of persons employed,	38

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters	Number of Motors.
Box passenger cars,	6	6	6	12
Open passenger cars,	10	10	-	20
TOTAL,	16	16	6	32
Work cars,	2	-	-	-
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Highway vehicles: tower wagon,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	19.607 miles.
Length of sidings, switches, etc., . . . . .	.460 "
Total, computed as single track,	20.067 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,075 miles.
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System of electric motive power in use by the company: single trolley; General Electric Company.

Names of the several cities and towns in which the railways operated by the company are located: Warren, West Warren, Brookfield, West Brookfield, North Brookfield and Spencer.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With North Brookfield Railroad, near East Brookfield Station,	1	1

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	2	-	2	-	4
Employees,	-	1	-	-	-	1
Other persons,	-	4	-	-	-	4
TOTALS,	-	7	-	2	-	9

STATEMENT OF EACH ACCIDENT.

March 30, 1900. — Car frightened pair of horses, tipping over carriage, slightly injuring driver.

April 14. — Car frightened horse, overturning carriage; driver slightly shaken up.

May 4. — Carriage struck by car, throwing driver out, slightly bruising his head.

June 12. — Lady, while stepping from car, wrenched one wrist badly.

June 17. — Rear-end collision; one passenger thrown against window, slightly cutting face.

June 23. — Passenger stepped from moving car, slightly scratching face.

June 23. — Rear-end collision; one lady passenger thrown forward, slightly bruising face.

July 14. — Employee in car barn had foot crushed by falling trolley stand.

August 5. — Horse, frightened by car, jumped fence, throwing man and woman from carriage, injuring woman's side and back.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY,
BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alex. B. Bruce, *President*, Lawrence, Mass. Ewen R. McPherson, *Vice-President*, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Chas. A. Jefts, *Superintendent*, Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alex. B. Bruce, Lawrence, Mass. Robt. Redford, Lawrence, Mass. Ewen R. McPherson, Cambridge, Mass. N. Sumner Myrick, Boston, Mass. Chas. E. Barnes, Malden, Mass. Chas. A. Richardson, Worcester, Mass. Alonzo G. Van Nostrand, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEX. B. BRUCE,
N. SUMNER MYRICK,
CHARLES E. BARNES,
E. R. MCPHERSON,
Directors.
GEO. A. BUTMAN,
Treasurer.
CHARLES A. JEFTS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 7, 1900. Then personally appeared the above-named Alex. B. Bruce, N. Sumner Myrick, Charles E. Barnes, E. R. McPherson, Geo. A. Butman and Charles A. Jefts, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

WEBSTER & DUDLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$15,738 42
Operating expenses,	14,820 18
GROSS INCOME ABOVE OPERATING EXPENSES,	\$918 24
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$801 44
Taxes, commutation,	931 33
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	1,732 77
Deficit for the year ending September 30, 1900,	\$814 53
Amount of surplus September 30, 1899,	132 24
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$682 29
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$11,408 70
Receipts from tolls for use of tracks by other companies,	4,210 72
Receipts from advertising in cars,	119 00
GROSS EARNINGS FROM OPERATION,	\$15,738 42
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers,	\$845 40
General office expenses and supplies,	167 13
Legal expenses,	50 00
Insurance,	412 20
Other general expenses:	
Amusements,	23 00
Cost of printing, etc., bonds (not issued),	589 91
Maintenance of roadway and buildings:	
Repair of roadbed and track,	210 75
Repair of electric line construction,	105 52
Removal of snow and ice,	164 99
Repair of buildings,	9 88

Maintenance of equipment:	
Repair of cars and other vehicles,	\$250 23
Repair of electric equipment of cars,	949 38
Transportation expenses:	
Cost of electric motive power,	4,390 90
Wages and compensation of persons employed in conducting transportation,	6,161 61
Damages for injuries to persons and property,	193 37
Other transportation expenses: tools for car barn, \$100.54; fuel for heating car barn, etc., \$195.37,	295 91
TOTAL OPERATING EXPENSES,	\$14,820 18

PROPERTY ACCOUNTS.

Additions to railway:	
Due on construction,	\$332 91
Due on construction teams,	11 00
Planking crossing,	5 25
Engineering,	79 15
TOTAL ADDITIONS TO RAILWAY,	\$428 31
Additions to equipment: additional cars (2 in number), part paid for,	361 02
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$789 33
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): ties and lumber sold,	21 30
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$768 03

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks, electric line construction, including poles, wiring, feeder lines, etc.,	\$44,657 53
Engineering and other expenses incident to construction,	2,882 37
Other items of railway cost,	200 00
TOTAL COST OF RAILWAY OWNED,	\$47,739 90
Cost of equipment: cars and other rolling stock and vehicles, electric equipment of same,	12,766 11
Cost of land and buildings:	
Land necessary for operation of railway,	\$520 00
Electric power stations, including equipment,	3,388 92
Other buildings necessary for operation of railway,	3,329 84
TOTAL COST OF LAND AND BUILDINGS OWNED,	7,238 76
TOTAL PERMANENT INVESTMENTS,	\$67,744 77
Cash and current assets: cash,	2,072 94
Profit and Loss balance (deficit),	682 29
TOTAL,	\$70,500 00

LIABILITIES.		Cr.	
Capital stock,			\$50,000 00
Current liabilities: loans and notes payable,			20,500 00
TOTAL,			\$70,500 00
CAPITAL STOCK.			
Capital stock authorized by law,	\$50,000 00		
Capital stock authorized by votes of company,	50,000 00		
Capital stock issued and outstanding,			\$50,000 00
Number of shares issued and outstanding,		500	
Number of stockholders,		55	
Number of stockholders in Massachusetts,		50	
Amount of stock held in Massachusetts,	\$46,600 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	243,947
Number carried per mile of main railway track operated,	48,692
Number of round trips run,	10,584
Number of car miles run,	87,680
Average number of persons employed,	15

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	2	2	2	4
Open passenger cars,	6	6	-	12
TOTAL,	8	8	2	16
Work cars,	1	-	-	-
Snow ploughs,	1	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	5.010 miles.
Length of sidings, switches, etc., . . . . .	.210 "
Total, computed as single track,	5.220 "

System of electric motive power in use by the company: Lorain Steel Company; General Electric; Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Webster.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Southbridge Branch at East Main Street, Webster,	2	1

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	-	-	3
Employees,	-	2	-	-	-	2
Other persons,	-	2	-	-	-	2
TOTALS,	-	7	-	-	-	7

STATEMENT OF EACH ACCIDENT.

July 4, 1900. — Car No. 13 collided with a Worcester & Webster car eastward bound, on East Main Street. Both were open cars, and were damaged considerably. Three passengers were slightly injured, also the motorman and conductor on the Webster & Dudley car were more seriously hurt, the latter being unconscious for a short time.

August 26. — A team containing two occupants, standing upon the track at corner of Main and School streets, was run into by a car on the Main Street line, owing to the motorman not being able to turn the switch properly in time; injuries to vehicle and occupants were slight.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEBSTER & DUDLEY STREET RAILWAY COMPANY,

WEBSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lyman R. Eddy, *President*, Webster, Mass. Elisha N. Bigelow, *Vice-President*, Webster, Mass. John Flint, *Treasurer and Superintendent*, Webster, Mass. Charles Haggerty, *Clerk of Corporation and General Counsel*, Webster, Mass. Oscar Shumway, *Auditor*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lyman R. Eddy, Webster, Mass. Elisha N. Bigelow, Webster, Mass.
John Flint, Webster, Mass. Charles Haggerty, Webster, Mass. Oscar Shumway, Webster, Mass. Edwin N. Sanderson, Putnam, Conn. Harry E. Back, Danielson, Conn. George M. Cole, Plattsburg, N. Y. Henry J. Conant, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

LYMAN R. EDDY,
OSCAR SHUMWAY,
CHARLES HAGGERTY,
GEO. M. COLE,
JOHN FLINT,

Directors.

JOHN FLINT,

Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WEBSTER, October, 1900. Then personally appeared the above-named John Flint, Lyman R. Eddy, Oscar Shumway, Charles Haggerty and Geo. M. Cole, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM F. GALE,

Justice of the Peace.

REPORT

OF THE

WELLESLEY & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$59,084 86
Operating expenses,	43,900 69
GROSS INCOME ABOVE OPERATING EXPENSES,	\$15,184 17
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$75 23
Taxes, State and local,	\$2,228 76
Taxes, commutation,	1,023 96
	3,252 72
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	3,327 95
NET DIVISIBLE INCOME,	\$11,856 22
Dividends declared, 8 per cent,	9,200 00
Surplus for the year ending September 30, 1900, . . .	\$2,656 22
Amount of surplus September 30, 1899,	7,167 56
	\$9,823 78
Debits to profit and loss account during the year:	
insurance fund,	2,500 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$7,323 78
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$57,073 22
Receipts from tolls for use of tracks by other companies, .	1,843 08
Receipts from advertising in cars,	150 00
Receipts from interest on deposits,	18 56
GROSS EARNINGS FROM OPERATION,	\$59,084 86
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$9,942 94
General office expenses and supplies,	612 55

General expenses — *Concluded.*

Legal expenses,	\$519 60
Insurance,	122 50
Other general expenses: Massachusetts Street Railway Association, telephone and miscellaneous expenses, .	1,087 40
Maintenance of roadway and buildings:	
Repair of roadbed and track,	474 34
Repair of electric line construction,	1,084 81
Removal of snow and ice,	190 17
Repair of buildings,	13 61
Maintenance of equipment:	
Repair of cars and other vehicles,	2,310 40
Repair of electric equipment of cars,	1,110 59
Transportation expenses:	
Cost of electric motive power,	8,940 02
Providence for horses,	99 96
Wages and compensation of persons employed in conducting transportation,	12,763 55
Damages for injuries to persons and property,	2,162 51
Tolls for trackage over other railways,	2,071 67
Rentals of buildings and other property,	172 00
Other transportation expenses: oil, grease and waste, .	222 07
TOTAL OPERATING EXPENSES,	\$43,900 69

PROPERTY ACCOUNTS.

Additions to equipment: air brakes, illuminated signs, etc., .	\$1,058 03
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GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	DR.	
Cost of railway:		
Roadbed and tracks,	\$75,281 76	
Electric line construction, including poles, wiring, feeder lines, etc.,	10,110 95	
Engineering and other expenses incident to construction,	1,505 72	
TOTAL COST OF RAILWAY OWNED,		\$86,898 43
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$15,266 77	
Electric equipment of same,	18,615 92	
Horses,	118 00	
TOTAL COST OF EQUIPMENT OWNED,		34,000 69
Cost of land and buildings: buildings necessary for operation of railway,		5,240 00
TOTAL PERMANENT INVESTMENTS,		\$126,139 12
Cash and current assets:		
Cash,	\$284 66	
Bills and accounts receivable,	3,400 00	
TOTAL CASH AND CURRENT ASSETS,		3,684 66
TOTAL,		\$129,823 78

LIABILITIES.		CR.
Capital stock,		\$115,000 00
Sinking and other special funds: insurance fund,		7,500 00
Profit and Loss balance (surplus),		7,323 78
TOTAL,		\$129,823 78
CAPITAL STOCK.		
Capital stock authorized by law,	\$115,000 00	
Capital stock authorized by votes of company,	115,000 00	
Capital stock issued and outstanding,		\$115,000 00
Number of shares issued and outstanding,	1,150	
Number of stockholders,	15	
Number of stockholders in Massachusetts,	15	
Amount of stock held in Massachusetts,	\$115,000 00	

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of insurance fund,	\$5,000 00
Additions during the year to insurance fund,	2,500 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$7,500 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,309,018
Number carried per mile of main railway track operated,	155,465
Number of round trips run,	27,805
Number of car miles run,	260,819
Average number of persons employed,	24

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	5	5	5	-
Open passenger cars,	9	9	-	-
TOTAL,	14	14	5	35
Snow ploughs,	1	-	-	-

MISCELLANEOUS EQUIPMENT.

Other highway vehicles : Concord wagon,	1
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.
Length of railway line,	4.660	3.760	8.420
Length of sidings, switches, etc., . . . . .	.210	-	.210
TOTAL, COMPUTED AS SINGLE TRACK,	4.870	3.760	8.630

System of electric motive power in use by the company : General Electric ; single trolley.

Names of the several cities and towns in which the railways operated by the company are located : Newton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	1	-	1
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Sept. 7, 1900. — Man on bicycle ran into car, throwing him off; injured quite badly.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WELLESLEY & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Parker, *President and General Manager*, Newtonville, Mass.
James W. French, *Vice-President*, 650 Tremont Building, Boston, Mass.
James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 402 Exchange Building, Boston, Mass. Samuel L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Lewellyn H. McLain, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Parker, Newtonville, Mass. Austin R. Mitchell, Newtonville, Mass. James L. Richards, Newtonville, Mass. George Fred. Simpson, Newton, Mass. William F. Hammett, Newton, Mass. James W. French, Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE B. PARKER,
JAMES W. FRENCH,
G. FRED. SIMPSON,
WILLIAM F. HAMMETT,
AUSTIN R. MITCHELL,
JAMES L. RICHARDS,

Directors.

JAMES L. RICHARDS,

Treasurer.

LEWELLYN H. McLAIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 20, 1900. Then personally appeared the above-named Horace B. Parker, James W. French, G. Fred. Simpson, William F. Hammett, Austin R. Mitchell, James L. Richards and Lewellyn H. McLain, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,

Justice of the Peace.

REPORT

OF THE

WESTBOROUGH & WORCESTER STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Railway under construction.]

GENERAL BALANCE SHEET, SEPTEMBER 30, 1900.

ASSETS.		DR.	
Cost of railway:			
Roadbed and tracks,	\$28,922 40		
Electric line construction, including poles, wiring, feeder lines, etc.,	7,000 00		
Interest accrued during construction of rail- way,	300 00		
Engineering and other expenses incident to construction,	286 00		
TOTAL COST OF RAILWAY OWNED,		\$36,508 40	
Cash and current assets:			
Cash,	\$1,491 60		
Other cash and current assets:			
Special deposit, Westborough,	1,000 00		
Special deposit, Grafton,	1,000 00		
TOTAL CASH AND CURRENT ASSETS,		3,491 60	
TOTAL,		\$40,000 00	
LIABILITIES.		CR.	
Capital stock (amount paid in),		\$30,000 00	
Current liabilities: loans and notes payable,		10,000 00	
TOTAL,		\$40,000 00	
CAPITAL STOCK.			
Capital stock authorized by law,	\$60,000 00		
Capital stock authorized by votes of company,	60,000 00		
Amount paid in on 600 shares not yet issued,		\$30,000 00	
Number of stockholders,	26		
Number of stockholders in Massachusetts,	26		
Amount of stock held in Massachusetts,	\$30,000 00		

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WESTBOROUGH & WORCESTER STREET RAILWAY COMPANY,
WESTBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward F. Blodgett, *President*, Leominster, Mass. George R. Damon, *Vice-President*, Leominster, Mass. Walter R. Dame, *Treasurer*, Clinton, Mass. Adams Franklin Brown, *Clerk of Corporation and General Counsel*, Westborough, Mass. Harry C. Garfield, *Acting Superintendent*, Westborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward F. Blodgett, Leominster, Mass. George R. Damon, Leominster, Mass. Walter R. Dame, Clinton, Mass. Micajah P. Clough, Lynn, Mass. Marcus A. Coolidge, Fitchburg, Mass. Alexander S. Paton, Leominster, Mass. Adams Franklin Brown, Westborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD F. BLODGETT,
GEO. R. DAMON,
MICAHAH P. CLOUGH,
MARCUS A. COOLIDGE,
WALTER R. DAME,
ADAMS F. BROWN,
ALEXANDER S. PATON,

Directors.

WALTER R. DAME,

Treasurer.

HARRY C. GARFIELD,

Acting Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 1, 1900. Then personally appeared the above-named Edward F. Blodgett, Geo. R. Damon, Micajah P. Clough, Marcus A. Coolidge, Adams F. Brown, Alexander S. Paton, Walter R. Dame and Harry C. Garfield, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS S. DAVIS,

Justice of the Peace.

REPORT

OF THE

WEST END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Boston Elevated.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway for expenses of organization,	\$7,500 00
Income from other sources: amount of dividends paid under lease directly to stockholders of the West End Street Railway Company by the Boston Elevated Railway Company,	1,147,950 00
GROSS INCOME,	\$1,155,450 00
Expenses and charges upon income accrued during the year: salaries and maintenance of organization,	6,535 51
NET DIVISIBLE INCOME,	\$1,148,914 49
Dividends:	
7 per cent on \$9,085,000, common,	\$635,950 00
8 per cent on \$6,400,000, preferred,	512,000 00
TOTAL DIVIDENDS,	1,147,950 00
Surplus for the year ending September 30, 1900,	\$964 49
Amount of surplus September 30, 1899,	73,390 60
Credits to profit and loss account during the year: premium on \$2,109,000, 4 per cent bonds of 1915,	98,912 10
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$173,267 19

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	DR.
Cost of railway:	
Roadbed and tracks,	\$6,918,634 31
Electric line construction, including poles, wiring, feeder lines, etc.,	2,222,306 30
Engineering and other expenses incident to construction,	175,712 54
TOTAL COST OF RAILWAY OWNED,	\$9,316,653 15

Cost of equipment:		
Cars and other rolling stock and vehicles,	\$3,726,194 01	
Electric equipment of same,	3,129,112 65	
Horses,	30,816 50	
Other items of equipment: machinery, tools, furniture, fixtures, etc.,	211,163 43	
TOTAL COST OF EQUIPMENT OWNED,		\$7,097,286 59
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,920,758 51	
Electric power stations, including equipment,	4,207,690 90	
Other buildings necessary for operation of railway,	3,424,640 91	
TOTAL COST OF LAND AND BUILDINGS OWNED,		10,553,090 32
Other permanent property: subway equipment,		295,402 36
TOTAL PERMANENT INVESTMENTS,		\$27,262,432 42
Cash and current assets:		
Cash,	\$2,640 46	
Other cash and current assets: Boston Ele- vated Railway Company permanent addi- tion account,	32,591 23	
TOTAL CASH AND CURRENT ASSETS,		35,231 69
Miscellaneous assets: Boston Elevated Railway Company lease account,		1,227,207 98
TOTAL,		\$28,524,872 09
LIABILITIES.		Cr.
Capital stock (common),	\$9,085,000 00	
Capital stock (preferred),	6,400,000 00	
TOTAL CAPITAL STOCK,		\$15,485,000 00
Funded debt,	12,866,000 00	
Current liabilities: Boston Elevated Railway Company bond redemption account,	604 90	
Profit and Loss balance (surplus),	173,267 19	
TOTAL,		\$28,524,872 09
PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 62,460 feet),	\$218,542 39	
New electric line construction,	61,177 31	
Other additions to railway: tram rail recon- structed with girder rail, betterment,	29,510 69	
TOTAL ADDITIONS TO RAILWAY,		\$309,230 39
Additions to equipment:		
Additional cars (80 in number),	\$83,159 75	
Electric equipment of same,	104,979 98	

Additions to equipment — <i>Concluded.</i>		
Other additional rolling stock and vehicles,	\$4,912 95	
Other additions to equipment: tools, harnesses, etc,	13,804 36	
TOTAL ADDITIONS TO EQUIPMENT,		\$206,857 04
Additions to land and buildings:		
New electric power stations, including machinery, etc.,	\$3,677 01	
Additional equipment of power stations,	2,974 47	
Other new buildings necessary for operation of railway,	67,928 19	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		74,579 67
Additions to other permanent property: subway equipment,		3,127 26
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$593,794 36
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
1,289 miles of track taken up,	\$15,342 54	
Cars, motors and trucks sold, destroyed or transferred,	14,268 36	
Machinery, tools, etc., sold, destroyed or transferred,	2,947 01	
Land and buildings sold,	301,129 76	
Equipment of power station transferred,	75 00	
Decrease of 7 horses,	229 25	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		333,991 92
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$259,802 44

CAPITAL STOCK.

Capital stock authorized by law, common,	\$10,000,000 00	
Capital stock authorized by law, preferred,	6,400,000 00	
Total capital stock authorized by law,	\$16,400,000 00	
Capital stock authorized by votes of company, common,	\$10,000,000 00	
Capital stock authorized by votes of company, preferred,	6,400,000 00	
Total capital stock authorized by vote,	\$16,400,000 00	
Capital stock issued and outstanding, common,		\$9,085,000 00
Capital stock issued and outstanding, preferred,		6,400,000 00
Total capital stock outstanding,		\$15,485,000 00
Number of shares issued and outstanding, common,	181,700	
Number of shares issued and outstanding, preferred,	128,000	
Total number of shares outstanding,	309,700	
Number of stockholders, common,	4,205	
Number of stockholders, preferred,	3,798	
Total number of stockholders,	8,003	

Number of stockholders in Massachusetts, common,	3,742	
Number of stockholders in Massachusetts, preferred,	3,349	
Total stockholders in Massachusetts,		7,091
Amount of stock held in Massachusetts, common,	\$7,975,800 00	
Amount of stock held in Massachusetts, preferred,	5,811,800 00	
Total stock held in Massachusetts,	\$13,787,600 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.*
	Per Cent.			
Highland Street Railway Co.,	5	May 1, 1902,	\$300,000 00	-
Cambridge Railroad Co.,	5	April 1, 1903,	392,000 00	-
Metropolitan Railroad Co.,	5	Dec. 15, 1903,	500,000 00	-
Charles River Street Railway Co.,	5	April 1, 1904,	150,000 00	-
Middlesex Railroad Co.,	5	July 1, 1904,	200,000 00	-
South Boston Horse Railway Co.,	5	May 1, 1905,	200,000 00	-
Boston Consolidated Street Railway Co.,	5	Jan. 1, 1907,	500,000 00	-
West End Street Railway Co.,	5	Nov. 1, 1902,	3,000,000 00	-
West End Street Railway Co.,	4½	March 1, 1914,	2,000,000 00	-
West End Street Railway Co.,	4	Aug. 1, 1915,	2,109,000 00	-
West End Street Railway Co.,	4	May 1, 1916,	815,000 00	-
West End Street Railway Co.,	4	Feb. 1, 1917,	2,700,000 00	-
TOTALS,			\$12,866,000 00	-

RAILWAY OWNED.

Length of railway line,	158.142 miles.
Length of second main track,	132.259 "
Total length of main track,	290.401 "
Length of sidings, switches, etc.,	37.127 "
Total, computed as single track,	327.528 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	3.861 miles.
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Names of the several cities and towns in which the railway owned by the company is located: Boston, Cambridge, Belmont, Somerville, Newton, Malden, Medford, Everett, Chelsea, Arlington, Brookline and Watertown.

* Interest on these bonds is paid by the Boston Elevated Railway Company.

GENERAL REMARKS AND EXPLANATIONS.

Certain expenditures upon the property have been made by the lessee during the twelve months from October 1, 1899, to October 1, 1900, for permanent improvements, which if allowed by us would vary the figures in this report, but as the statements of these expenditures have not as yet been audited and allowed by this company, these expenditures are not included in this return.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST END STREET RAILWAY COMPANY,
101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel Little, *President*, 101 Milk Street, Boston, Mass. G. T. W. Braman, *Vice-President*, 53 State Street, Boston, Mass. Parkman Dexter, *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alfred Winsor, Brookline, Mass. G. T. W. Braman, Cohasset, Mass. Samuel Spencer, New York, N. Y. Stephen M. Weld, Dedham, Mass. Moses Williams, Brookline, Mass. Charles A. Williams, Brookline, Mass. C. Minot Weld, Milton, Mass. Joseph B. Russell, Belmont, Mass. John Parkinson, Bourne, Mass. William Skinner, Holyoke, Mass. Samuel Little, Boston, Mass. Parkman Dexter, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALFRED WINSOR,
JOSEPH B. RUSSELL,
MOSES WILLIAMS,
C. MINOT WELD,
CHARLES A. WILLIAMS,
G. T. W. BRAMAN,
SAMUEL LITTLE,
Directors.
PARKMAN DEXTER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 7, 1900. Then personally appeared the above-named Alfred Winsor, Joseph B. Russell, Moses Williams, C. Minot Weld, Charles A. Williams, G. T. W. Braman, Samuel Little and Parkman Dexter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. GLEASON,
Justice of the Peace.

REPORT

OF THE

WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation,		\$226,608 98
Operating expenses,		143,565 66
NET EARNINGS FROM OPERATION,		\$83,043 32
Miscellaneous income: park receipts,		813 31
GROSS INCOME ABOVE OPERATING EXPENSES,		\$83,856 63
Charges upon income accrued during the year:		
Interest on funded debt,	\$13,143 67	
Interest and discount on unfunded debts and loans,	13,497 71	
Taxes, State and local,	\$7,523 51	
Taxes, commutation,	4,514 81	
	12,038 32	
Other deductions from income: park expenses,	1,074 71	
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,		39,754 41
NET DIVISIBLE INCOME,		\$44,102 22
Dividends declared:		
3 per cent on \$200,000,	\$6,000 00	
3 per cent on \$537,500,	16,125 00	
TOTAL DIVIDENDS DECLARED,		22,125 00
Surplus for the year ending September 30, 1900,		\$21,977 22
Amount of surplus September 30, 1899,		9,417 00
Credits to profit and loss account during the year:		
Special assessment,	\$6,000 00	
Premium from sale of capital stock,	7 89	
Surplus from the Norfolk Suburban Street Railway Company,	15,319 77	
TOTAL CREDITS,	\$21,327 66	

Debits to profit and loss account during the year:	
Adjustment of accounts,	\$1,758 36
Depreciation Dedham Waiting Station,	1,270 86
Deficit from Norfolk Central Street Railway Company,	7,465 36
Deficit from Needham & Boston Street Railway Company,	538 17
Engineering depreciation,	6,000 00
TOTAL DEBITS,	\$17,032 75
NET AMOUNT CREDITED TO PROFIT AND LOSS,	\$4,294 91
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$35,689 18
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$225,740 69
Receipts from rentals of buildings and other property,	120 00
Receipts from advertising in cars,	748 29
GROSS EARNINGS FROM OPERATION,	\$226,608 98
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$4,811 98
General office expenses and supplies,	1,515 59
Legal expenses,	1,208 75
Insurance,	7,696 18
Other general expenses: storeroom, \$11.81; advertising, \$553.43; miscellaneous, \$2,628.60; internal revenue tax, \$439.12,	3,632 96
Maintenance of roadway and buildings:	
Repair of roadbed and track,	6,668 53
Repair of electric line construction,	2,095 53
Removal of snow and ice,	518 60
Repair of buildings,	242 14
Maintenance of equipment:	
Repair of cars and other vehicles,	6,178 84
Repair of electric equipment of cars,	4,169 22
Renewal of horses, harnesses, shoeing, etc.,	257 82
Transportation expenses:	
Cost of electric motive power,	36,071 71
Wages and compensation of persons employed in conducting transportation,	62,195 87
Damages for injuries to persons and property,	1,479 14
Rentals of buildings and other property,	1,117 78
Other transportation expenses: car service supplies, \$342.89; miscellaneous car service expenses, \$1,708.78; cleaning, oiling and sanding track, \$1,653.35,	3,705 02
TOTAL OPERATING EXPENSES,	\$143,565 66

PROPERTY ACCOUNTS.		
Additions to railway:		
Extension of tracks (length, 2,397 feet),	\$26,231 45	
New electric line construction (length, 2,397 feet),	7,510 14	
Other additions to railway:		
Engineering, etc., \$683.21; interest during construction, \$165 05,	848 26	
Property of Needham & Boston Street Railway Company,	56,153 40	
Property of Norfolk Central Street Railway Company,	149,848 99	
Property of Norfolk Suburban Street Railway Company,	216,015 49	
TOTAL ADDITIONS TO RAILWAY,		\$456,607 73
Additions to equipment:		
Additional cars (6 in number),	\$30,987 38	
Other additional rolling stock and vehicles,	393 80	
Other additions to equipment:		
Furniture, tools, signals, etc.,	773 25	
Property of Needham & Boston Street Railway Company,	14,309 66	
Property of Norfolk Central Street Railway Company,	32,420 13	
Property of Norfolk Suburban Street Railway Company,	62,019 73	
TOTAL ADDITIONS TO EQUIPMENT,		140,903 95
Additions to land and buildings:		
Property of Needham & Boston Street Railway Company,	\$760 75	
Property of Norfolk Central Street Railway Company,	9,152 35	
Property of Norfolk Suburban Street Railway Company,	13,958 27	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		23,871 37
Additions to other permanent property:		
Park property,	\$813 39	
Property of Norfolk Central Street Railway Company,	32,724 13	
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,		33,537 52
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$654,920 57
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Cars and other rolling stock,	\$1,100 00	
Dedham waiting station,	1,876 90	
Engineering depreciation,	6,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		8,976 90
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$645,943 67

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$677,885	03
Electric line construction, including poles, wiring, feeder lines, etc.,	180,160	75
Interest accrued during construction of rail- way,	4,601	23
Engineering and other expenses incident to construction,	27,617	91
TOTAL COST OF RAILWAY OWNED,		\$890,264 92
Cost of equipment:		
Cars and other rolling stock and vehicles and electric equipment of same,	\$188,896	67
Horses,	150	00
Other items of equipment: sundry equipment, \$310; tools, \$1,544.38; wagon, \$83.80; office furniture, \$481.28; electric signals, \$369.75; badges, licenses, etc., \$96,	2,885	21
TOTAL COST OF EQUIPMENT OWNED,		191,931 88
Cost of land and buildings:		
Land necessary for operation of railway,	\$14,085	81
Buildings necessary for operation of railway,	32,395	45
TOTAL COST OF LAND AND BUILDINGS OWNED,		46,481 26
Other permanent property: Park,		33,537 52
TOTAL PERMANENT INVESTMENTS,		\$1,162,215 58
Cash and current assets:		
Cash,	\$66,925	46
Bills and accounts receivable,	8,880	60
Other cash and current assets: prepaid in- terest, insurance and taxes,	3,241	15
TOTAL CASH AND CURRENT ASSETS,		79,047 21
Miscellaneous assets:		
Materials and supplies,	\$2,889	01
Other assets and property: balance due for machinery, payable in instalments,	1,750	00
TOTAL MISCELLANEOUS ASSETS,		4,639 01
TOTAL,		\$1,245,901 80
LIABILITIES.		Cr.
Capital stock,		
Funded debt,		\$800,000 00
Current liabilities:		
Loans and notes payable,	\$100,000	00
Audited vouchers and accounts,	17,947	48
Miscellaneous current liabilities: outstand- ing tickets,	104	36
TOTAL CURRENT LIABILITIES,		118,051 84

Accrued liabilities :			
Interest accrued and not yet due, . . .	\$3,012 50		
Taxes accrued and not yet due, . . .	4,731 08		
TOTAL ACCRUED LIABILITIES, . . .			\$7,743 58
Sinking and other special funds :			
Renewal fund,	\$1,025 13		
Sewer fund,	392 12		
TOTAL SINKING AND OTHER SPECIAL FUNDS, . . .			1,417 25
Profit and Loss balance (surplus),			35,689 13
TOTAL,			\$1,245,901 80
CAPITAL STOCK.			
Capital stock authorized by law,	\$800,000 00		
Capital stock authorized by votes of company,	800,000 00		
Capital stock issued and outstanding,			\$800,000 00
Number of shares issued and outstanding,	8,000		
Number of stockholders,	22		
Number of stockholders in Massachusetts,	22		
Amount of stock held in Massachusetts,	\$800,000 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage 20-year gold bonds,	5	Sept. 1, 1916,	\$150,000 00	\$7,500 00
Norfolk Suburban Street Railway Company first mortgage bonds,	5	July 1, 1914,	73,000 00	3,102 00
Norfolk Central Street Railway Company first mortgage 20-year bonds,	5	July 1, 1918,	60,000 00	2,541 67
TOTALS,			\$283,000 00	\$13,143 67

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to renewal fund,*	\$9,983 72		
Additions during the year to sewer fund,*	2,174 07		
Additions during the year to insurance fund,*	3,950 00		
TOTAL, INCLUDING ADDITIONS,			\$16,107 79
Deductions during the year from renewal fund,	\$8,958 59		
Deductions during the year from sewer fund,	1,781 95		
Deductions during the year from insurance fund,	3,950 00		
			14,690 54
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,			\$1,417 25

* Transferred by consolidation.

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	4,526,860
Number carried per mile of main railway track operated, .	122,490
Number of round trips run,	59,466
Number of car miles run,	1,055,972
Average number of persons employed,	141

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Tenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	34	34	34	-
Open passenger cars,	52	52	-	-
TOTAL,	86	86	34	170
Snow ploughs,	8	-	-	-

MISCELLANEOUS EQUIPMENT.

Other railway rolling stock: 2 flat cars, 1 gravel car, 3 other work cars,	6
Other highway vehicles: 2 tower wagons, 4 scrapers, 1 express wagon,	7
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	34.645 miles.
Length of second main track,	2.312 "
Total length of main track,	36.957 "
Length of sidings, switches, etc.,	2.177 "
Total, computed as single track,	39.134 "

System of electric motive power in use by the company: General Electric; overhead trolley.

Names of the several cities and towns in which the railways operated by the company are located: Boston, Hyde Park, Dedham, Needham, Westwood, Norwood and Walpole.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	8	-	11
Employees,	-	-	-	1	-	1
Other persons,	-	-	-	3	-	3
TOTALS,	-	3	-	12	-	15

STATEMENT OF EACH ACCIDENT.

Oct. 1, 1899. — Rear-end collision of cars; three passengers claim slight injury.

November 19. — Intoxicated man jumped from moving car; face cut.

November 23. — Child ran in front of moving car; injury slight.

Jan. 4, 1900. — Employee fell from moving car; slight injury.

March 9. — Man fell in boarding car; face cut.

April 9. — Man stepped from moving car; injury slight.

May 19. — Collision with carriage; driver thrown; slight injury.

June 5. — Boy injured in car barn; leg crushed.

June 10. — Lady jumped from moving car; slight injury.

June 10. — Collision with buggy; driver jumped out; slight injury.

June 24. — Lady fell inside of car; slight injury.

July 4. — Lady stepped from moving car and fell; head cut.

August 16. — Man jumped from moving car; arm hurt.

September 9. — Man stepped from moving car and fell; slight injury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Patrick F. Sullivan, *Vice-President*, Lowell, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred'k H. Smith, *Clerk of Corporation*, Quincy, Mass. Charles F. Jenny, *General Counsel*, Hyde Park, Mass. George W. Rounds, *Superintendent*, Roslindale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. Philip L. Saltonstall, Milton, Mass. Patrick F. Sullivan, Lowell, Mass. J. H. Goodspeed, Boston, Mass. Eugene N. Foss, Jamaica Plain, Mass. R. W. Emmons, 2d, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
P. F. SULLIVAN,
J. H. GOODSPEED,
PHILIP L. SALTONSTALL,
FRED'K H. SMITH,
Directors.

ALONZO F. WALTER,
Treasurer.

JOHN R. GRAHAM,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 5, 1900. Then personally appeared the above-named John R. Graham, P. F. Sullivan, J. H. Goodspeed, Philip L. Saltonstall, Fred'k H. Smith and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

WINNISIMMET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Lynn & Boston.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of railway,	\$3,000 00
Dividends declared (6 per cent),	\$3,000 00
Amount of surplus September 30, 1899,	\$123 35
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$123 35
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	DR.
Cost of railway: roadbed and tracks,	\$50,000 00
Cash and current assets: cash,	80 85
Miscellaneous assets: office furniture,	50 00
TOTAL,	\$50,130 85
LIABILITIES.	CR.
Capital stock,	\$50,000 00
Current liabilities: dividends not called for,	7 50
Profit and Loss balance (surplus),	123 35
TOTAL,	\$50,130 85
CAPITAL STOCK.	
Capital stock authorized by law,	\$75,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock issued and outstanding,	\$50,000 00
Number of shares issued and outstanding,	1,000
Number of stockholders,	38
Number of stockholders in Massachusetts,	36
Amount of stock held in Massachusetts,	\$49,650 00

RAILWAY OWNED.

Length of railway line,	1.005 miles.
Length of second main track,	1.005 "
Total length of main track,	2.010 "
Length of sidings, switches, etc., . . . . .	.143 "
Total, computed as single track,	2.153 "

Names of the several cities and towns in which the railway owned by the company is located: Chelsea.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,

31 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bentley W. Warren, *President*, 31 State Street, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 31 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bentley W. Warren, Boston, Mass. David H. Coolidge, Boston, Mass. E. Francis Oliver, Boston, Mass. Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,
DAVID H. COOLIDGE,
E. FRANCIS OLIVER,
Directors.
E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 15, 1900. Then personally appeared the above-named Bentley W. Warren, David H. Coolidge and E. Francis Oliver, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, IRVIN McDOWELL GARFIELD,
Justice of the Peace.

REPORT

OF THE

WOBURN & READING STREET RAILWAY COMPANY

FOR THE PERIOD ENDING DECEMBER 31, 1899.

[Consolidated with the Wakefield & Stoneham December 31, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$2,836 04
Operating expenses,	2,345 40
GROSS INCOME ABOVE OPERATING EXPENSES,	\$490 64
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans,	\$352 93
Taxes, State and local, \$121 06	
Taxes, commutation, 28 31	
	149 37
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	502 30
Deficit for the period ending December 31, 1899,	\$11 66
Amount of deficit September 30, 1899,	6,666 87
	\$6,678 53
Credits to profit and loss account during the year: tax rebate, 1899,	142 02
TOTAL DEFICIT DECEMBER 31, 1899,	\$6,536 51
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$2,823 56
Receipts from advertising in cars,	12 48
GROSS EARNINGS FROM OPERATION,	\$2,836 04
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$119 35
General office expenses and supplies,	18 88
Legal expenses,	109 13
Insurance,	349 62
Other general expenses: miscellaneous general expense, \$21.44; internal revenue tax, \$2.66,	24 10

Maintenance of roadway and buildings:	
Repair of roadbed and track,	\$13 74
Repair of electric line construction,	17 17
Removal of snow and ice,	4 20
Repair of buildings,	18
Maintenance of equipment:	
Repair of cars and other vehicles,	71 97
Repair of electric equipment of cars,	63 14
Transportation expenses:	
Cost of electric motive power,	528 23
Wages and compensation of persons employed in conducting transportation,	793 96
Damages for injuries to persons and property,	10 00
Tolls for trackage over other railways,	125 30
Other transportation expenses: car service supplies, \$4.49; miscellaneous car service expense, \$22.89: cleaning, oiling and sanding track, \$69.05,	96 43
TOTAL OPERATING EXPENSES,	\$2,345 40

GENERAL BALANCE SHEET DECEMBER 31, 1899.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$52,884 28	
Electric line construction, including poles, wiring, feeder lines, etc.,	14,892 45	
Engineering and other expenses incident to construction,	2,519 71	
TOTAL COST OF RAILWAY OWNED,		\$70,296 44
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$5,486 15	
Electric equipment of same,	3,466 47	
Other items of equipment: fenders, heaters, etc.,	1,489 48	
TOTAL COST OF EQUIPMENT OWNED,		10,442 10
Cost of land and buildings:		
Land necessary for operation of railway,	\$1,207 25	
Buildings necessary for operation of railway,	5,146 69	
TOTAL COST OF LAND AND BUILDINGS OWNED,		6,353 94
TOTAL PERMANENT INVESTMENTS,		\$87,092 48
Cash and current assets:		
Cash,	\$2,421 46	
Bills and accounts receivable,	4 83	
Other cash and current assets: prepaid fire insurance,	335 43	
TOTAL CASH AND CURRENT ASSETS,		2,761 72
Profit and Loss balance (deficit),		6,536 51
TOTAL,		\$96,390 71

LIABILITIES.		Cr.	
Capital stock,			\$60,000 00
Current liabilities :			
Loans and notes payable,	\$35,000 00		
Audited vouchers and accounts,	1,209 91		
TOTAL CURRENT LIABILITIES,			36,209 91
Accrued liabilities :			
Interest accrued and not yet due,	\$152 49		
Taxes accrued and not yet due,	28 31		
TOTAL ACCRUED LIABILITIES,			180 80
TOTAL,			\$96,390 71
CAPITAL STOCK.			
Capital stock authorized by law,	\$60,000 00		
Capital stock authorized by votes of company,	60,000 00		
Capital stock issued and outstanding,			\$60,000 00
Number of shares issued and outstanding,	600		
Number of stockholders,	6		
Number of stockholders in Massachusetts,	6		
Amount of stock held in Massachusetts,	\$60,000 00		

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	56,079
Number carried per mile of main railway track operated,	11,171
Number of round trips run,	1,614
Number of car miles run,	15,177
Average number of persons employed,	10

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	2	2	2	-
Open passenger cars,	3	3	-	-
TOTAL,	5	5	2	8
Snow ploughs,	1	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 4.190	Miles. .830	Miles. 5.020
Length of sidings, switches, etc., . . . . .	.041	-	.041
TOTAL, COMPUTED AS SINGLE TRACK,	4.231	.830	5.061

System of electric motive power in use by the company: General Electric.
Names of the several cities and towns in which the railways operated by the
company are located: Woburn and Reading.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	1	-	1

STATEMENT OF EACH ACCIDENT.

Nov. 21, 1899. — Man's finger caught between door and jamb of car; slightly
injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOBURN & READING STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President and General Manager*, 14 Kilby Street, Boston,
Mass. Patrick F. Sullivan, *Vice-President*, 14 Kilby Street, Boston, Mass.
Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone,
Clerk of Corporation, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles
Williams, Wakefield, Mass. Edwin L. Stone, Lynn, Mass. Joseph H. Good-
speed, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
CHARLES WILLIAMS,
J. H. GOODSPEED,
ELWIN C. FOSTER,
EDWIN L. STONE,

Directors.

CHARLES WILLIAMS,

Treasurer.

ELWIN C. FOSTER,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1900. Then personally appeared the above-named P. F. Sullivan, Charles Williams, J. H. Goodspeed, Elwin C. Foster and Edwin L. Stone, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

WOONSOCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation,	\$81,382 33
Operating expenses,	56,757 35
GROSS INCOME ABOVE OPERATING EXPENSES,	\$24,624 98
Charges upon income accrued during the year:	
Interest on funded debt,	\$9,437 51
Interest and discount on unfunded debts and loans,	9,045 83
Taxes, State and local,	2,865 83
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	21,349 17
Surplus for the year ending September 30, 1900,	\$3,275 81
Amount of deficit September 30, 1899,	63,394 24
TOTAL DEFICIT SEPTEMBER 30, 1900,	\$60,118 43

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$80,867 33
Receipts from carriage of mails,	500 00
Receipts from advertising in cars,	15 00
GROSS EARNINGS FROM OPERATION,	\$81,382 33

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$780 00
Insurance,	3,060 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	5,254 86
Repair of electric line construction,	576 34
Repair of buildings,	55 42
Maintenance of equipment:	
Repair of cars and other vehicles,	3,802 82
Repair of electric equipment of cars,	3,023 56
Renewal of horses, harnesses, shoeing, etc.,	47 04
Transportation expenses:	
Cost of electric motive power,	9,769 79
Provender for horses,	275 22

Transportation expenses — *Concluded.*

Wages and compensation of persons employed in conducting transportation,	\$23,382 09
Damages for injuries to persons and property,	2,484 90
Rentals of buildings and other property,	510 00
Other transportation expenses: oil, fuel, lights, etc.,	3,735 31
TOTAL OPERATING EXPENSES,	\$56,757 35

PROPERTY ACCOUNTS.

Additions to railway: extension of tracks (length, .037 mile) and new switch (300 feet),	\$2,119 56
Additions to equipment: 2 trucks and construction supplies,	1,933 57
Additions to land and buildings,	2,472 76
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$6,525 89
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sold brass, copper and rails,	846 40
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$5,679 49

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$294,806 49	
Electric line construction, including poles, wiring, feeder lines, etc.,	51,737 32	
Other items of railway cost: tools and construction supplies,	5,900 06	
TOTAL COST OF RAILWAY OWNED,		\$352,443 87
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$82,874 16	
Horses,	2,021 68	
Other items of equipment: miscellaneous property,	11,646 03	
TOTAL COST OF EQUIPMENT OWNED,		96,541 87
Cost of land and buildings: buildings necessary for operation of railway,		2,600 39
TOTAL PERMANENT INVESTMENTS,		\$451,586 13
Cash and current assets:		
Cash,	\$1,315 25	
Bills and accounts receivable,	1,776 81	
Other cash and current assets: prepaid insurance,	556 77	
TOTAL CASH AND CURRENT ASSETS,		3,648 83
Profit and Loss balance (deficit),		60,118 43
TOTAL,		\$515,353 39
LIABILITIES.		Cr.
Capital stock,		\$140,000 00
Funded debt,		190,000 00

Current liabilities :

Loans and notes payable,	\$144,639 47	
Audited vouchers and accounts,	38,034 12	
Matured interest coupons unpaid (including coupons due October 1),	2,312 49	
TOTAL CURRENT LIABILITIES,		\$184,986 08
Accrued liabilities : taxes accrued and not yet due,		367 31
TOTAL,		\$515,353 39

CAPITAL STOCK.

Capital stock authorized by law,	\$400,000 00	
Capital stock authorized by votes of company,	140,000 00	
Capital stock issued and outstanding,		\$140,000 00
Number of shares issued and outstanding,	1,400	
Number of stockholders,	19	
Number of stockholders in Massachusetts,	11	
Amount of stock held in Massachusetts,	\$108,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 5	July 1, 1913, .	\$190,000 00	\$9,437 51

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,617,340
Number carried per mile of main railway track operated,	87,253
Number of round trips run,	57,280
Number of car miles run,	360,180
Average number of persons employed,	47

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped for Horse Power.	Total Pas- sen- ger Cars.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	6	16	2	10	-
Open passenger cars,	16	-	16	-	-	-
TOTAL,	26	6	32	2	10	50
Platform freight cars,	2	-	-	-	-	-
Snow ploughs,	3	-	-	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds (2 carts, 1 sled),	3
Other railway rolling stock: 2 tower wagons, water cart, lumber wagon, platform, express and reach,	7
Horses,	3
Harnesses (double, 1 set; single, 2 sets),	3

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	18.536 miles.
Length of sidings, switches, etc., . . . . .	.831 "
Total, computed as single track,	19.367 "

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

Length of railway line,	16.889 miles.
Length of sidings, switches, etc.,	8.15 "
Total, computed as single track,	17.704 "

System of electric motive power in use by the company: Thomson-Houston,
General Electric Company.

Names of the several cities and towns in which the railways operated by the
company are located: Woonsocket, R. I., Cumberland, R. I., North
Smithfield, R. I., Blackstone, Mass.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Midland Division,	3	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Other persons,	-	-	2	1	2	1
TOTALS,	-	-	2	1	2	1

STATEMENT OF EACH ACCIDENT.

Dec. 26, 1899. — Man stepped in front of car; leg hurt.

July 2, 1900. — Emil Grey, drunk on track, killed.

July 4. — Jos. I. Rochford fell off bicycle in front of car; killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOONSOCKET STREET RAILWAY COMPANY,
6 SOUTH MAIN STREET, WOONSOCKET, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President and General Manager*, Woonsocket, R. I. Walter Whittlesey, *Treasurer*, Chelsea, Mass. Willard Kent, *Clerk of Corporation*, Woonsocket, R. I. John J. Heffernan, *General Counsel*, Woonsocket, R. I. Herbert M. Young, *Superintendent*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Walter Whittlesey, Chelsea, Mass. Thomas Martin, Chelsea, Mass. Willard Kent, Woonsocket, R. I. Edward H. Rathbun, Franklin, Mass. Henry L. Whittlesey, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDGAR K. RAY,
THOMAS MARTIN,
WALTER WHITTLESEY,
HENRY L. WHITTLESEY,
Directors.
WALTER WHITTLESEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, Nov. 6, 1900. Then personally appeared the above-named Edgar K. Ray, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, WILLIAM A. WYCKOFF,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 7, 1900. Then personally appeared the above-named Henry L. Whittlesey, and made oath that the within certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, AUGUSTUS L. THORNDIKE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. CHELSEA, Nov. 7, 1900. Then personally appeared the above-named Thomas Martin and Walter Whittlesey, and severally made oath that the within certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, C. WILLIS GOULD,
Justice of the Peace.

REPORT

OF THE

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$18,717 65
Operating expenses,	16,008 02
GROSS INCOME ABOVE OPERATING EXPENSES, . . .	\$2,709 63
Charges upon income accrued during the year:	
Taxes, State and local,	\$691 16
Taxes, commutation,	187 17
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	878 33
NET DIVISIBLE INCOME,	\$1,831 30
Dividends declared (4 per cent),	2,400 00
Deficit for the year ending September 30, 1900,	\$568 70
Amount of surplus September 30, 1899,	936 72
Debits to profit and loss account during the year: Worcester & Suburban Street Railway account,	122 19
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$245 83
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$18,717 65
GROSS EARNINGS FROM OPERATION,	\$18,717 65
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies,	\$43 66
Insurance,	294 67
Other general expenses: street sprinkling,	25 00
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,090 50
Repair of electric line construction,	76 90
Removal of snow and ice,	173 83
Repair of buildings,	1 03

Maintenance of equipment:	
Repair of cars and other vehicles,	\$1,066 03
Repair of electric equipment of cars,	713 13
Transportation expenses:	
Cost of electric motive power,	5,956 41
Wages and compensation of persons employed in conducting transportation,	5,496 86
Damages for injuries to persons and property,	70 00
TOTAL OPERATING EXPENSES,	\$16,008 02

PROPERTY ACCOUNTS.

Additions to railway: paid on account of extension to Whitinsville, in process of construction,	\$45,409 04
Additions to land and buildings: additional land necessary for operation of railway,	2,168 33
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$47,577 37

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	Dr.
Cost of railway:	
Purchase of railway,	\$31,000 00
Roadbed and tracks,	49,406 07
Electric line construction, including poles, wiring, feeder lines, etc.,	9,950 23
Interest accrued during construction of railway,	526 66
Engineering and other expenses incident to construction,	7,221 15
Other items of railway cost: in process of construction,	45,409 04
TOTAL COST OF RAILWAY OWNED,	\$143,513 15
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$10,052 66
Electric equipment of same,	5,038 60
TOTAL COST OF EQUIPMENT OWNED,	15,091 26
Cost of land and buildings:	
Land necessary for operation of railway,	\$3,129 37
Buildings necessary for operation of railway (car barn),	2,200 00
TOTAL COST OF LAND AND BUILDINGS OWNED,	5,329 37
Other permanent property:	
Office fixtures,	\$50 00
Tools,	113 28
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,	163 28
TOTAL PERMANENT INVESTMENTS,	\$164,097 06
Cash and current assets: cash,	5,069 08
Miscellaneous assets: materials and supplies,	286 10
TOTAL,	\$169,452 24

LIABILITIES.		Cr.	
Capital stock,			\$60,000 00
Current liabilities:			
Loans and notes payable,	\$106,563	70	
Audited vouchers and accounts,	2,606	71	
Dividends not called for,	36	00	
TOTAL CURRENT LIABILITIES,			109,206 41
Profit and Loss balance (surplus),			245 83
TOTAL,			\$169,452 24
CAPITAL STOCK.			
Capital stock authorized by law,	\$60,000	00	
Capital stock authorized by votes of company,	60,000	00	
Capital stock issued and outstanding,			\$60,000 00
Number of shares issued and outstanding,		600	
Number of stockholders,		18	
Number of stockholders in Massachusetts,		18	
Amount of stock held in Massachusetts,	\$60,000	00	

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	379,116
Number carried per mile of main railway track operated,	53,699
Number of round trips run,	9,976
Number of car miles run,	137,537
Average number of persons employed,	20

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	4	4	4	8
Open passenger cars,	4	4	-	8
TOTAL,	8	8	4	16
Snow ploughs,	1	-	-	-

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	7.060 miles.
Length of sidings, switches, etc., . . . . .	.270 "
Total, computed as single track,	7.330 "

System of electric motive power in use by the company : Westinghouse.
Names of the several cities and towns in which the railways operated by the
company are located : Millbury, Sutton, Grafton and Northbridge.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (1 in number), viz.:		
With New York, New Haven & Hartford Railroad,	1	1

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	6	-	6
TOTALS,	-	-	-	7	-	7

STATEMENT OF EACH ACCIDENT.

Passenger walked along running-board to speak to conductor, using curtain strap to take hold of; strap broke and man fell into street; nose bruised.

Man on wheel jumped from his machine in front of car; fender struck wheel; man bruised.

Man, intoxicated, lying on track; pilot board rolled him over; bad scalp wound.

Horse became frightened at car, ran up bank, throwing man and woman out; man bruised about face, woman's leg hurt.

Team, coming out of private drive, struck by car; team injured, man slightly bruised.

Horse, frightened at car, ran; driver thrown; head cut.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY
COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Matthew J. Whittall, *President*, Worcester, Mass. Alfred Thomas, *Vice-President and Treasurer*, Worcester, Mass. Willard E. Ballou, *Clerk of Corporation*, Worcester, Mass. Blackmer & Vaughan, *General Counsel*, Worcester, Mass. John B. Gorman, *Superintendent*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Matthew J. Whittall, Worcester, Mass. Alfred Thomas, Worcester, Mass.
Fred. W. Moore, Millbury, Mass. Thomas Wilmarth, Saundersville, Mass.
Willard E. Ballou, Worcester, Mass. M. Percival Whittall, Worcester,
Mass. Louis E. Chase, Wilkinsonville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MATTHEW J. WHITTALL,
ALFRED THOMAS,
FRED. W. MOORE,
THOMAS WILMARTH,
WILLARD E. BALLOU,
M. PERCIVAL WHITTALL,
LOUIS E. CHASE,

Directors.

ALFRED THOMAS,

Treasurer.

JOHN B. GORMAN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, NOV. 8, 1900. Then personally appeared the above-named Matthew J. Whittall, Alfred Thomas, Fred. W. Moore, Thomas Wilmarth, Willard E. Ballou, M. Percival Whittall, Louis E. Chase and John B. Gorman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS H. SULLIVAN,

Justice of the Peace.

REPORT

OF THE

WORCESTER & CLINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$47,175 11
Operating expenses,	36,035 84
GROSS INCOME ABOVE OPERATING EXPENSES,	\$11,139 27
Charges upon income accrued during the year :	
Interest on funded debt,	\$5,750 00
Interest and discount on unfunded debts and loans,	2,585 36
Taxes, State and local,	\$2,617 85
Taxes, commutation,	336 13
	2,953 98
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	11,289 34
NET DEFICIT,	\$150 07
Dividends declared (2½ per cent),	3,750 00
Deficit for the year ending September 30, 1900,	\$3,900 07
Amount of surplus September 30, 1899,	6,782 16
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$2,882 09
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$46,761 22
Receipts from advertising in cars,	400 00
Receipts from interest on deposits,	13 89
GROSS EARNINGS FROM OPERATION,	\$47,175 11
EXPENSES OF OPERATION.	
General expenses :	
Salaries of general officers and clerks,	\$1,898 36
General office expenses and supplies,	1,599 43
Insurance,	1,304 17
Other general expenses : amusement,	29 40
Maintenance of roadway and buildings :	
Repair of roadbed and track,	2,933 33
Repair of electric line construction,	442 85
Removal of snow and ice,	275 18
Repair of buildings,	829 36

Maintenance of equipment:	
Repair of cars and other vehicles,	\$2,696 97
Repair of electric equipment of cars,	2,516 49
Transportation expenses:	
Cost of electric motive power, \$11,270.10; less power sold, \$2,472.68; net,	8,797 42
Wages and compensation of persons employed in conduct- ing transportation,	12,613 93
Damages for injuries to persons and property,	98 95
TOTAL OPERATING EXPENSES,	\$36,035 84

PROPERTY ACCOUNTS.

Additions to railway:	
Proper completion of roadbed, as per fran- chise,	\$5,358 77
Final payment on contract,	515 57
Other additions to railway: engineering and other charges, \$103.06; telephone sys- tem, \$350; tools, \$717.75; office furni- ture, \$50,	1,220 81
TOTAL ADDITIONS TO RAILWAY,	\$7,095 15

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$165,505 73	
Electric line construction, including poles, wiring, feeder lines, etc.,	47,642 91	
Interest accrued during construction of rail- way,	4,151 91	
Engineering and other expenses incident to construction,	9,002 31	
Other items of railway cost: telephone sys- tem, \$350; tools, \$717.75; office furni- ture, \$50,	1,117 75	
TOTAL COST OF RAILWAY OWNED,		\$227,420 61
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$16,105 66	
Electric equipment of same,	12,615 58	
Other items of equipment: 2 snow ploughs and construction car,	4,155 35	
TOTAL COST OF EQUIPMENT OWNED,		32,876 59
Cost of land and buildings:		
Land necessary for operation of railway,	\$2,008 50	
Electric power stations, including equipment,	42,082 42	
Other buildings necessary for operation of railway,	5,144 04	
TOTAL COST OF LAND AND BUILDINGS OWNED,		49,234 96
TOTAL PERMANENT INVESTMENTS,		\$309,532 16

Cash and current assets:		
Cash,	\$4,260 10	
Sinking and other special funds,	200 00	
TOTAL CASH AND CURRENT ASSETS,		\$4,460 10
Miscellaneous assets:		
Materials and supplies,	\$2,835 29	
Other assets and property : prepaid insurance,	476 81	
TOTAL MISCELLANEOUS ASSETS,		3,312 10
TOTAL,		\$317,304 86
LIABILITIES.		CR.
Capital stock,		\$150,000 00
Funded debt,		115,000 00
Current liabilities:		
Loans and notes payable,	\$46,000 00	
Audited vouchers and accounts,	1,984 77	
TOTAL CURRENT LIABILITIES,		47,984 77
Accrued liabilities : interest accrued and not yet due,		1,437 50
Profit and Loss balance (surplus),		2,882 09
TOTAL,		\$317,304 86
CAPITAL STOCK.		
Capital stock authorized by law,	\$150,000 00	
Capital stock authorized by votes of company,	150,000 00	
Capital stock issued and outstanding,		\$150,000 00
Number of shares issued and outstanding,	1,500	
Number of stockholders,	16	
Number of stockholders in Massachusetts,	16	
Amount of stock held in Massachusetts,	\$150,000 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage gold bonds (20-year),	Per Cent. 5	Jan. 1, 1919, .	\$115,000 00	\$5,750 00

SINKING AND OTHER SPECIAL FUNDS.

Amount, September 30, 1899, of American Loan & Trust Company fund for release of land,	\$200 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$200 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,139,349
Number carried per mile of main railway track operated, .	102,092
Number of round trips run,	11,810
Number of car miles run,	266,059
Average number of persons employed,	37

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	7	7	7	14
Open passenger cars,	6	6	-	12
TOTAL,	13	13	7	28
Work cars,	2	-	-	-
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Highway vehicles: tower wagon,	1
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RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	11.160 miles.
Length of sidings, switches, etc., . . . . .	.418 "
Total, computed as single track,	11.578 "

System of electric motive power in use by the company: Walker, Johnston and General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Boylston and Clinton.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	1	-	1
Other persons,	-	-	1	-	1	-
TOTALS,	-	-	1	1	1	1

STATEMENT OF EACH ACCIDENT.

Employee attempted to board moving construction car and fell; one wheel passed over left leg.

Man, intoxicated, lying on track, was run over and killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & CLINTON STREET RAILWAY COMPANY,
LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Parker, *President*, Boston, Mass. Justin W. Lester, *Treasurer*, Leominster, Mass. Andrew J. Peters, *Secretary*, Leominster, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Andrew J. Peters, Boston, Mass. Samuel E. Winslow, Worcester, Mass. Bentley W. Warren, Boston, Mass. Francis R. Hart, Boston, Mass. James A. Parker, Boston, Mass. Irvin McDowell Garfield, Boston, Mass. Frederick W. Kendrick, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS R. HART,
JAMES A. PARKER,
BENTLEY W. WARREN,
IRVIN McDOWELL GARFIELD,
ANDREW J. PETERS,
JUSTIN W. LESTER,
GEO. H. BURGESS,
Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1900. Then personally appeared the above-named Justin W. Lester, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ANDREW J. PETERS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1900. Personally appeared Francis R. Hart, James A. Parker, Bentley W. Warren, Irvin McDowell Garfield and George H. Burgess, and made oath that the statements in the foregoing report are true.

Before me,

JUSTIN W. LESTER,
Notary Public.

REPORT

OF THE

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$710,022 74
Operating expenses,	522,022 62
GROSS INCOME ABOVE OPERATING EXPENSES,	\$188,000 12
Charges upon income accrued during the year:	
Interest on funded debt,	\$31,916 67
Interest and discount on unfunded debts and loans,	21,135 23
Taxes, State and local,	\$21,548 87
Taxes, commutation,	15,807 49
	37,356 36
Rentals of leased railways:	
North End Street Railway Company,	\$8,000 00
Worcester & Shrewsbury Railroad Company,	3,750 00
Worcester & Shrewsbury Street Railway Company,	1,000 00
	12,750 00
Other deductions from income: attractions at Lake Quinsigamond,	5,459 40
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	108,617 66
NET DIVISIBLE INCOME,	\$79,382 46
Dividends declared (8 per cent),	56,000 00
Surplus for the year ending September 30, 1900,	\$23,382 46
Amount of surplus September 30, 1899,	116,336 72
Credits to profit and loss account during the year: premium and interest on bonds sold,	\$15,305 82
Debits to profit and loss account during the year:	
Track construction, depreciation,	\$10,000 00
Equipment, cars, depreciation,	10,000 00
Electrical equipment of cars, depreciation,	5,000 00
Premium and expense on bonds called and redeemed,	13,699 94
TOTAL DEBITS,	38,699 94
NET AMOUNT DEBITED TO PROFIT AND LOSS, . . .	23,394 12
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$116,325 06

EARNINGS FROM OPERATION.

Receipts from passengers carried,	\$702,554 53
Receipts from carriage of mails,	765 36
Receipts from tolls for use of tracks by other companies,	1,344 94
Receipts from rentals of buildings and other property,	2,544 40
Receipts from advertising in cars,	2,400 00
Receipts from interest on deposits,	397 51
Other earnings from operation,	16 00

GROSS EARNINGS FROM OPERATION,	\$710,022 74
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EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks,	\$21,030 94
General office expenses and supplies,	3,608 17
Legal expenses,	2,136 59
Insurance, accident and fire,	38,770 17
Other general expenses: travelling expenses, subscriptions, etc.,	1,972 76
Maintenance of roadway and buildings:	
Repair of roadbed and track,	42,776 69
Repair of electric line construction,	9,877 65
Removal of snow and ice,	1,617 68
Repair of buildings,	6,614 92
Maintenance of equipment:	
Repair of cars and other vehicles,	32,023 04
Repair of electric equipment of cars,	25,983 94
Renewal of horses, harnesses, shoeing, etc.,	1,783 15
Transportation expenses:	
Cost of electric motive power, \$96,050.42; less power sold, \$33.60; net,	96,016 82
Wages and compensation of persons employed in conducting transportation,	168,919 72
Damages for injuries to persons and property,	1,017 85
Tolls for trackage over other railways,	947 67
Rentals of buildings and other property,	60,300 00
Other transportation expenses: heating buildings and cars, lights, oil and waste, sand, tools, etc.,	6,624 86
TOTAL OPERATING EXPENSES,	\$522,022 62

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 12,185.95 feet; 5,342.7 feet 9-inch girder substituted for T rail and light girder),	\$49,571 87
New electric line construction (length 12,185.95 feet trolley; 21,187 feet, feeder wire),	10,432 45
TOTAL ADDITIONS TO RAILWAY,	\$60,004 32
Additions to equipment:	
Additional cars (20 in number),	\$28,952 12
Electric equipment of same,	28,003 20
Other additional rolling stock and vehicles,	5,656 95
TOTAL ADDITIONS TO EQUIPMENT,	62,612 27

Additions to land and buildings:		
Additional land necessary for operation of railway,	\$8,592 00	
New buildings necessary for operation of railway,	30,665 79	
TOTAL ADDITIONS TO LAND AND BUILDINGS,		\$39,257 79
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,		\$161,874 38
Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):		
Track construction, depreciation,	\$10,000 00	
Equipment, car, depreciation,	10,000 00	
Electrical equipment, car, depreciation,	5,000 00	
TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS,		25,000 00
NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,		\$136,874 38

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$1,124,599 05	
Electric line construction, including poles, wiring, feeder lines, etc.,	139,150 21	
Interest accrued during construction of railway,	14,266 38	
TOTAL COST OF RAILWAY OWNED,		\$1,278,015 64
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$146,047 48	
Electric equipment of same,	190,601 25	
Horses,	600 00	
Other items of equipment,	26,764 16	
TOTAL COST OF EQUIPMENT OWNED,		364,012 89
Cost of land and buildings:		
Land necessary for operation of railway,	\$95,920 45	
Electric power stations, including equipment,	148,791 55	
TOTAL COST OF LAND AND BUILDINGS OWNED,		244,712 00
TOTAL PERMANENT INVESTMENTS,		\$1,886,740 53
Cash and current assets:		
Cash,	\$27,343 10	
Bills and accounts receivable,	4,250 74	
Other cash and current assets: bonds in treasury,	7,000 00	
TOTAL CASH AND CURRENT ASSETS,		38,593 84
Miscellaneous assets: materials and supplies,		20,001 99
TOTAL,		\$1,945,336 36

LIABILITIES.					Cr.
Capital stock,					\$700,000 00
Funded debt,					700,000 00
Real estate mortgages,					4,500 00
Current liabilities:					
Loans and notes payable,				\$324,045 39	
Audited vouchers and accounts,				50,664 27	
Miscellaneous current liabilities: called bonds unpaid, called March 1, 1900,				7,000 00	
TOTAL CURRENT LIABILITIES,					381,709 66
Accrued liabilities:					
Interest accrued and not yet due,				\$2,654 45	
Taxes accrued and not yet due,				37,356 35	
Rentals accrued and not yet due,				2,520 83	
Miscellaneous accrued liabilities: outstanding tickets,				270 01	
TOTAL ACCRUED LIABILITIES,					42,801 64
Profit and Loss balance (surplus),					116,325 06
TOTAL,					\$1,945,336 36
CAPITAL STOCK.					
Capital stock authorized by law,				\$700,000 00	
Capital stock authorized by votes of company,				700,000 00	
Capital stock issued and outstanding,					\$700,000 00
Number of shares issued and outstanding,				7,000	
Number of stockholders,				6	
Number of stockholders in Massachusetts,				3	
Amount of stock held in Massachusetts,				\$300 00	

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of Interest.	Mortgage when Due.	Amount.	Interest Paid during the Year.
Land and buildings, Shrewsbury Street,	Per Cent. 5	Demand, .	\$4,500 00	\$225 00

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
Mortgage bonds,	Per Cent. 5	Aug. 1, 1887,	\$5,000 00	\$3,125 00
Twenty-year gold bonds,	5	Feb. 1, 1914,	2,000 00	10,416 67
Twenty-year debenture bonds,	4½	March 1, 1920,	700,000 00	18,375 00
TOTALS,			\$707,000 00	\$31,916 67

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	14,298,120
Number carried per mile of main railway track operated, .	261,181
Number of round trips run,	408,823
Number of car miles run,	2,653,952
Average number of persons employed,	425

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Equipped with Stoves.	Number of Motors.
Box passenger cars,	89	89	31	58	158
Open passenger cars,	89	89	-	-	125
TOTAL,	178	178	31	58	283
Work cars,	3	3	-	-	6
Snow ploughs,	12	-	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	14
Other highway vehicles:	
Road machines,	7
Trolley wagons,	4
Horses,	6

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owned.	Held under Lease or Contract.	Trackage over Other Railways.	Total Owned, etc.
	Miles.	Miles.	Miles.	Miles.
Length of railway line,	35.030	8.110	1.115	44.255
Length of second main track,	10.489	-	-	10.489
TOTAL LENGTH OF MAIN TRACK,	45.519	8.110	1.115	54.744
Length of sidings, switches, etc.,	1.120	1.219	-	2.339
TOTAL, COMPUTED AS SINGLE TRACK,	46.639	9.329	1.115	57.083

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,	6.793 miles.
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System of electric motive power in use by the company : General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located : Worcester and Grafton.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (8 in number), viz. :		
With Boston & Albany and New York, New Haven & Hartford Railroad, at Grafton Street,	10	1
With Boston & Albany and New York, New Haven & Hartford Railroad, at Green Street,	6	1
With Boston & Maine Railroad, at Shrewsbury Street,	3	1
With Boston & Maine Railroad, at Summer Street,	3	2
With Boston & Maine Railroad, at Thomas Street,	2	1
With Boston & Maine Railroad, at Lincoln Square,	3	2
With Boston & Maine Railroad, at Barber's Crossing,	3	1
With New York, New Haven & Hartford Railroad, at Millbury Street, Quinsigamond Village,	2	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	32	10

Number of above crossings at which *frogs* are inserted in the tracks, 3

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	5	-	34	-	39
Employees,	-	-	-	3	-	3
Other persons,	-	2	-	39	-	41
TOTALS,	-	7	-	76	-	83

STATEMENT OF EACH ACCIDENT.

Oct. 8, 1899. — Collision of cars; motorman hurt.

October 13. — Insane person, deaf, stepped in front of car; arm broken.

October 29. — Collision with team; driver of team injured.

November 10. — Man stepped from moving car and fell.

November 18. — Woman stepped from moving car and fell.

November 21. — Man fell trying to board car.

November 22. — Man jumped from fast-moving car.

November 28. — Woman stepped from moving car and fell.

November 30. — Collision of team and car; driver of team injured.

December 9. — Man, intoxicated, fell from car.

December 16. — Car derailed; passenger hurt.

December 17. — Man fell getting off moving car.

December 23. — Man jumped from car for his hat.

December 23. — Man jumped or fell from car.

- Jan. 8, 1900.* — Man claimed to be injured getting off the car.
January 8. — Collision of carriage and car; driver of team injured.
February 6. — Boy fell trying to board car.
February 14. — Man claims injury getting off the car.
February 24. — Collision with team; driver of team injured.
February 27. — Conductor hurt; fell over back dasher.
March 13. — Horse plunged in front of car; two men in team thrown out.
March 21. — Collision of team and car; driver of team injured.
March 28. — Collision of team and car; two men thrown out.
March 31. — Man fell trying to board car.
April 11. — Man fell getting off moving car.
April 13. — Man fell trying to board car.
April 13. — Collision of team and car; driver of team injured.
April 19. — Collision of team and car; driver of team injured.
April 24. — Collision of cars; motorman hurt.
April 27. — Woman fell by starting of car.
May 7. — Collision of cars; passenger injured.
May 11. — Man stepped from moving car and fell.
May 12. — Man fell trying to board car.
May 13. — Woman stepped from moving car and fell.
May 30. — Man fell trying to board car.
June 4. — Man fell trying to board car.
June 10. — Man jumped from car for hat.
June 10. — Girl stepped from fast-moving car and fell.
June 15. — Man on bicycle struck by car.
June 23. — Man claimed to have received an electric shock.
June 26. — Man fell trying to board car.
June 27. — Boy knocked down by car.
June 28. — Man jumped from moving car and fell.
June 30. — Man fell getting off moving car.
July 3. — Man jumped from car for hat.
July 4. — Woman stepped from fast-moving car.
July 4. — Boy knocked down by car.
July 7. — Man claimed to have sprained wrist in getting off car.
July 9. — Car ran into open switch; two people hurt.
July 13. — Collision of team and car; driver of team hurt.
July 15. — Man walked directly in front of car; slightly hurt.
July 16. — Man jumped from moving car and fell.
July 18. — Man fell trying to board car.
July 23. — Man fell trying to board car.
July 28. — Collision of cars; one passenger seriously hurt, several slightly hurt.
July 30. — Woman stepped from moving car and fell.
August 1. — Man fell trying to board car.
August 9. — Man stepped backwards in front of slow-moving car.
August 12. — Man hit by side handles of car.
August 14. — Collision of cars; one passenger hurt.
August 15. — Man jumped from moving car and fell.
August 16. — Woman stepped from moving car and fell.
August 17. — Man fell over fender of car.
August 18. — Woman stepped from moving car and fell.
August 22. — Boy fell from the car.

August 29. — Man on bicycle fell on fender of car.

August 31. — Woman claimed to have been injured getting on car.

September 1. — Boy jumped from team directly in front of car.

September 2. — Man fell getting off moving car.

September 4. — Woman stepped from moving car and fell.

September 5. — Man fell trying to board car.

September 6. — Collision of team and car; driver of team hurt.

September 11. — Man jumped from moving car and fell.

September 12. — Man fell getting off car.

September 13. — Boy hit by the fender of car.

September 14. — Collision with team; driver of team claimed to be injured.

September 17. — Woman fell getting off moving car.

September 22. — Man jumped from moving car and fell.

September 22. — Boy, stealing ride, jumped from car and fell.

September 25. — Man fell getting off car.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,
15 MARKET STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis H. Dewey, *President and General Counsel*, Worcester, Mass. A. George Bullock, *Vice-President*, Worcester, Mass. Albert H. Stone, *Treasurer and Clerk of Corporation*, Worcester, Mass. Nelson C. Keyes, *Auditor*, Worcester, Mass. John N. Akarman, *Superintendent*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Dewey, Worcester, Mass. A. George Bullock, Worcester, Mass. Albert H. Stone, Worcester, Mass. Thomas C. Barr, Newark, N. J. Edward J. Moore, Philadelphia, Pa.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS H. DEWEY,
A. G. BULLOCK,
ALBERT H. STONE,
Directors.
ALBERT H. STONE,
Treasurer.
JNO. N. AKARMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER SS. OCT. 29, 1900. Then personally appeared the above-named Francis H. Dewey, A. G. Bullock, Albert H. Stone and John N. Akarman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD J. SARTELLE,

Justice of the Peace.

REPORT

OF THE

WORCESTER & MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$69,564 51
Operating expenses,	41,261 56
GROSS INCOME ABOVE OPERATING EXPENSES,	\$28,302 95
Charges upon income accrued during the year:	
Interest on funded debt,	\$10,000 00
Interest and discount on unfunded debts and loans,	175 35
Taxes, State and local,	\$3,858 17
Taxes, commutation,	648 19
	4,506 36
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . .	14,681 71
NET DIVISIBLE INCOME,	\$13,621 24
Dividends declared (2½ per cent),	5,972 50
Surplus for the year ending September 30, 1900,	\$7,648 74
Amount of surplus September 30, 1899,	13,951 65
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$21,600 39
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$64,819 40
Receipts from carriage of mails,	580 00
Receipts from rentals of buildings and other property,	337 12
Receipts from advertising in cars,	400 00
Other earnings from operation: transfers,	3,427 99
GROSS EARNINGS FROM OPERATION,	\$69,564 51
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$750 05
General office expenses and supplies,	1,459 54

General expenses — <i>Concluded.</i>	
Legal expenses,	\$763 40
Insurance,	3,492 74
Other general expenses:	
Printing,	212 30
Water,	96 61
Maintenance of roadway and buildings:	
Repair of roadbed and track,	1,788 44
Repair of electric line construction,	260 74
Removal of snow and ice,	477 08
Repair of buildings,	80 72
Maintenance of equipment:	
Repair of cars and other vehicles,	3,214 98
Repair of electric equipment of cars,	1,428 08
Transportation expenses:	
Cost of electric motive power, \$10,732.64; less power sold, \$350.10; net,	10,382 54
Wages and compensation of persons employed in conduct- ing transportation,	12,829 06
Damages for injuries to persons and property,	10 00
Tolls for trackage over other railways,	447 02
Other transportation expenses: other employees,	3,568 26
TOTAL OPERATING EXPENSES,	\$41,261 56

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks,	\$163 00
New electric line construction,	73 73
Other additions to railway: State highway,	3,151 16
TOTAL ADDITIONS TO RAILWAY,	\$3,387 89
Additions to other permanent property: engineering,	84 20
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$3,472 09

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.	Dr.
Cost of railway:	
Roadbed and tracks,	\$234,808 19
Electric line construction, including poles, wiring, feeder lines, etc.,	52,327 98
Engineering and other expenses incident to construction,	84 20
Other items of railway cost: State highway,	8,198 84
TOTAL COST OF RAILWAY OWNED,	\$295,419 21
Cost of equipment:	
Cars and other rolling stock and vehicles,	\$24,798 65
Electric equipment of same,	34,290 48
Horses,	150 00
TOTAL COST OF EQUIPMENT OWNED,	59,239 13
Cost of land and buildings:	
Land necessary for operation of railway,	\$19,322 13
Electric power stations, including equipment,	76,066 00
TOTAL COST OF LAND AND BUILDINGS OWNED,	95,388 13

Other permanent property:			
Office furniture,	\$250 00		
Tools,	250 00		
TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,			\$500 00
TOTAL PERMANENT INVESTMENTS,			\$450,546 47
Cash and current assets:			
Cash,	\$11,289 94		
Bills and accounts receivable,	422 02		
TOTAL CASH AND CURRENT ASSETS,			11,711 96
Miscellaneous assets: materials and supplies,			1,799 41
TOTAL,			\$464,057 84
LIABILITIES.		CR.	
Capital stock,			\$238,900 00
Funded debt,			200,000 00
Accrued liabilities:			
Taxes accrued and not yet due,	\$2,753 09		
Miscellaneous accrued liabilities: accrued insurance,	804 36		
TOTAL ACCRUED LIABILITIES,			3,557 45
Profit and Loss balance (surplus),			21,600 39
TOTAL,			\$464,057 84
CAPITAL STOCK.			
Capital stock authorized by law,	\$240,000 00		
Capital stock authorized by votes of company,	240,000 00		
Capital stock issued and outstanding,			\$238,900 00
Number of shares issued and outstanding,	2,389		
Number of stockholders,	18		
Number of stockholders in Massachusetts,	18		
Amount of stock held in Massachusetts,	\$238,900 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
	Per Cent.			
First mortgage bonds,	5	May 1, 1917, .	\$200,000 00	\$10,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,297,418
Number carried per mile of main railway track operated,	74,736
Number of round trips run,	9,165
Number of car miles run,	318,215
Average number of persons employed,	40

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors
Box passenger cars,	11	11	11	22
Open passenger cars,	9	9	-	18
TOTAL,	20	20	11	40
Work cars,	1	-	-	2
Other cars, open car bodies,	6	-	-	-
TOTAL,	7	-	-	2
Snow ploughs,	3	-	-	-

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	2
Other highway vehicles: tower wagon,	1
Harnesses (single),	2

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owued, etc.
	Miles.	Miles.	Miles.
Length of railway line,	16.870	.490	17.360
Length of sidings, switches, etc., . . . . .	.650	-	.650
TOTAL, COMPUTED AS SINGLE TRACK,	17.520	.490	18.010

System of electric motive power in use by the company: General Electric.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Northborough, Marlborough and Westborough.

GRADE CROSSINGS WITH RAILROADS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
Crossings of company's railway with railroads at grade (2 in number), viz.:		
With New York, New Haven & Hartford Railroad, Northborough,	1	1
With Boston & Maine Railroad, Shrewsbury Street, Worcester,	3	1
TOTAL NUMBER OF TRACKS AT CROSSINGS,	4	2

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	-	-	1
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	-	-	-
TOTALS,	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT.

Register fell, striking lady on the face.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & MARLBOROUGH STREET RAILWAY COMPANY,
NORTHBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

G. Henry Whitcomb, *President*, Worcester, Mass. Otis E. Putnam, *Vice-President*, Worcester, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass. H. E. Bradford, *Superintendent*, Northborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

G. Henry Whitcomb, Worcester, Mass. Andrew J. Peters, Boston, Mass. George L. Smith, Westborough, Mass. John C. MacInnes, Worcester, Mass. Bentley W. Warren, Boston, Mass. James A. Parker, Boston, Mass. Francis R. Hart, Boston, Mass. Otis E. Putnam, Worcester, Mass. Justin W. Lester, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

G. HENRY WHITCOMB,
ANDREW J. PETERS,
JUSTIN W. LESTER,
BENTLEY W. WARREN,
JAMES A. PARKER,
FRANCIS R. HART,
Directors.
JUSTIN W. LESTER,
Treasurer.
H. E. BRADFORD,
Superintendent

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1900. Then personally appeared the above-named Justin W. Lester, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ANDREW J. PETERS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1900. Personally appeared G. Henry Whitcomb, Andrew J. Peters, Bentley W. Warren, James A. Parker, Francis R. Hart and H. E. Bradford, and made oath that the statements in the foregoing report are true.

Before me,

JUSTIN W. LESTER,
Notary Public.

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.	
Rental received for lease of railway,	\$3,750 00
Income from other sources: interest,	12 52
GROSS INCOME,	\$3,762 52
Expenses and charges upon income accrued during the year:	
interest on funded debt,	1,100 00
Surplus for the year ending September 30, 1900,	\$2,662 52
Amount of surplus September 30, 1899,	86,047 42
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$88,709 94
GENERAL BALANCE SHEET SEPTEMBER 30, 1900.	
ASSETS.	
Cost of railway:	Dr.
TOTAL COST OF RAILWAY OWNED,	\$70,803 58
Cost of equipment:	
TOTAL COST OF EQUIPMENT OWNED,	52,710 86
TOTAL PERMANENT INVESTMENTS,	\$123,514 44
Cash and current assets:	
Cash,	\$5,294 86
Bills and accounts receivable,	18,725 64
TOTAL CASH AND CURRENT ASSETS,	24,020 50
TOTAL,	\$147,534 94
LIABILITIES.	
Capital stock,	Cr. \$36,825 00
Funded debt,	22,000 00
Profit and Loss balance (surplus),	88,709 94
TOTAL,	\$147,534 94

CAPITAL STOCK.			
Capital stock authorized by law,	\$40,000 00		
Capital stock authorized by votes of company,	36,825 00		
Capital stock issued and outstanding,		\$36,700 00	
Amount paid in on shares not yet issued,		125 00	
TOTAL CAPITAL STOCK LIABILITY,		\$36,825 00	
Number of shares issued and outstanding,	367		
Number of stockholders,	6		
Number of stockholders in Massachusetts,	6		
Amount of stock held in Massachusetts,	\$36,700 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1905,	\$22,000 00	\$1,100 00

RAILWAY OWNED.

Length of railway line,	2.700 miles.
Length of sidings, switches, etc., . . . . .	.500 "
Total, computed as single track,	3.200 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY RAILROAD COMPANY,

WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President*, Worcester, Mass. Irving E. Bigelow, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. Josiah H. Clarke, Worcester, Mass.
George A. Stevens, Worcester, Mass. Francis H. Bigelow, Worcester, Mass.
Irving E. Bigelow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
GEO. A. STEVENS,
FRANCIS H. BIGELOW,
IRVING E. BIGELOW,

Directors.

IRVING E. BIGELOW,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 16, 1900. Then personally appeared the above-named Horace H. Bigelow, Geo. A. Stevens, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAS. M. DRENNAN,

Justice of the Peace.

REPORT

OF THE

WORCESTER & SHREWSBURY STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Leased to and operated by the Worcester Consolidated.]

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of railway,	\$1,000 00
Dividends declared (5 per cent),	\$1,000 00
Amount of surplus September 30, 1899,	\$22 05
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$22 05

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.	
Cost of railway :			
Roadbed and tracks,	\$9,263 00		
Electric line construction, including poles, wiring, feeder lines, etc.,	2,137 00		
Interest accrued during construction of rail- way,	300 00		
TOTAL COST OF RAILWAY OWNED,		\$11,700 00	
Cost of equipment :			
Cars and other rolling stock and vehicles,	\$2,800 00		
Electric equipment of same,	3,500 00		
Other items of equipment,	2,000 00		
TOTAL COST OF EQUIPMENT OWNED,		8,300 00	
TOTAL PERMANENT INVESTMENTS,		\$20,000 00	
Cash and current assets: cash,		22 05	
TOTAL,		\$20,022 05	
LIABILITIES.		Cr.	
Capital stock,		\$20,000 00	
Profit and Loss balance (surplus),		22 05	
TOTAL,		\$20,022 05	

CAPITAL STOCK.		
Capital stock authorized by law,	\$20,000 00	
Capital stock authorized by votes of company,	20,000 00	
Capital stock issued and outstanding,		\$20,000 00
Number of shares issued and outstanding,	200	
Number of stockholders,	6	
Number of stockholders in Massachusetts,	6	
Amount of stock held in Massachusetts,	\$20,000 00	

RAILWAY OWNED.

Length of railway line, . . . . .	.425 miles.
Length of sidings, switches, etc., . . . . .	.034 "
Total, computed as single track, . . . . .	.459 "

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President and Treasurer*, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. James M. Drennan, Worcester, Mass. Julian F. Bigelow, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Shrewsbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
FRANCIS H. BIGELOW,
IRVING E. BIGELOW,
Directors.
HORACE H. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 16, 1900. Then personally appeared the above-named Horace H. Bigelow, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES M. DRENNAN,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SUBURBAN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$168,825 95
Operating expenses,	104,519 33
GROSS INCOME ABOVE OPERATING EXPENSES,	\$64,306 62
Charges upon income accrued during the year:	
Interest on funded debt,	\$10,000 00
Interest and discount on unfunded debts and loans,	14,375 56
Taxes, State and local,	\$11,104 67
Taxes, commutation,	3,747 41
	14,852 08
Other deductions from income:	
Bills receivable, \$1,382.92; bond account, \$275.65,	\$1,658 57
Settlement of accident claims incurred prior to this year, \$7,-917.47; settlement of other claims incurred prior to this year, \$1,005.20,	8,922 67
	10,581 24
TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . .	49,808 88
Surplus for the year ending September 30, 1900,	\$14,497 74
Amount of surplus September 30, 1899,	3,316 23
Credits to profit and loss account during the year: on account accident claims,	562 50
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$18,376 47
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$166,551 81
Receipts from carriage of mails,	400 68
Receipts from tolls for use of tracks by other companies, . .	562 50
Receipts from rentals of buildings and other property, . .	611 00
Receipts from advertising in cars,	699 96
GROSS EARNINGS FROM OPERATION,	\$168,825 95

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$4,599 50
General office expenses and supplies,	2,920 91
Legal expenses,	2,582 18
Insurance,	717 48
Maintenance of roadway and buildings:	
Repair of roadbed and track,	11,697 65
Repair of electric line construction,	2,864 34
Removal of snow and ice,	1,092 42
Repair of buildings,	1,983 03
Maintenance of equipment:	
Repair of cars and other vehicles,	7,569 02
Repair of electric equipment of cars,	6,361 13
Repair of storage battery,	521 17
Maintenance of horses, harnesses, shoeing, etc.,	762 58
Transportation expenses:	
Cost of electric motive power, \$31,451.49; less power sold, \$7,847.46; net,	23,604 03
Wages and compensation of persons employed in conduct- ing transportation,	35,489 66
Damages for injuries to persons and property,	1,158 61
Rentals of buildings and other property,	290 31
Other transportation expenses: lighting cars and buildings,	305 31
TOTAL OPERATING EXPENSES,	\$104,519 33
PROPERTY ACCOUNTS.	
Additions to railway:	
New electric line construction (length, 3,900 feet),	\$3,540 85
Other additions to railway: betterment of railway on State highway,	41,527 65
TOTAL ADDITIONS TO RAILWAY,	\$45,068 50
Additions to equipment:	
Additional cars (24 in number),	\$81,005 09
Other additional rolling stock and vehicles: four ploughs,	8,838 85
Other additions to equipment: tools,	473 24
TOTAL ADDITIONS TO EQUIPMENT,	90,317 18
Additions to land and buildings:	
Additional equipment of power stations,	\$2,058 71
New buildings necessary for operation of railway,	6,373 36
TOTAL ADDITIONS TO LAND AND BUILDINGS,	8,432 07
Additions to other permanent property:	
Storage battery,	\$27,438 07
Waiting room,	357 36
TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY,	27,795 43
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$171,613 18

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

19 cars sold,	\$8,763 00
1 dwelling house,	115 00
Engineering and other charges,	150 00
Pleasure resort,	68 60

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . .	\$9,096 60
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NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR,	\$162,516 58
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GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.

Dr.

Cost of railway:

Roadbed and tracks,	\$357,189 53
Electric line construction, including poles, wiring, feeder lines, etc.,	79,512 32
Engineering and other expenses incident to construction,	17,669 34

TOTAL COST OF RAILWAY OWNED,	\$454,371 19
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Cost of equipment:

Cars and other rolling stock and vehicles and electric equipment of same,	\$282,417 65
Other items of equipment: tools,	6,071 36

TOTAL COST OF EQUIPMENT OWNED,	288,489 01
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Cost of land and buildings:

Land necessary for operation of railway,	\$12,675 47
Electric power stations, including equipment,	156,149 68
Other buildings necessary for operation of railway,	40,340 20

TOTAL COST OF LAND AND BUILDINGS OWNED,	209,165 35
---	------------

Other permanent property:

Dwelling houses,	\$17,128 37
Storage battery, \$27,438.07; waiting room, \$357.36,	27,795 43

TOTAL COST OF OTHER PERMANENT PROPERTY OWNED,	44,923 80
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TOTAL PERMANENT INVESTMENTS,	\$996,949 35
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Cash and current assets:

Cash,	\$763 73
Bills and accounts receivable,	16,361 78
Sinking and other special funds,	5,000 00

TOTAL CASH AND CURRENT ASSETS,	22,125 51
--	-----------

Miscellaneous assets:

Materials and supplies,	\$10,218 92
Other assets and property: improvement of track, \$72,909.97; bond account, \$2,-480.86,	75,390 83

TOTAL MISCELLANEOUS ASSETS,	85,609 75
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TOTAL,	\$1,104,684 61
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LIABILITIES.				CR.	
Capital stock,	\$542,500 00
Funded debt,	200,000 00
Current liabilities:					
Loans and notes payable, . . . . .	.	.	.	\$334,000 00	
Audited vouchers and accounts, . . . . .	.	.	.	868 81	
TOTAL CURRENT LIABILITIES,					334,868 81
Accrued liabilities:					
Interest accrued and not yet due, . . . . .	.	.	.	\$5,191 92	
Miscellaneous accrued liabilities: franchise tax, . . . . .	.	.	.	3,747 41	
TOTAL ACCRUED LIABILITIES,					8,939 33
Profit and Loss balance (surplus), . . . . .	.	.	.	.	18,376 47
TOTAL,					\$1,104,684 61
CAPITAL STOCK.					
Capital stock authorized by law, . . . . .	.	.	.	\$542,500 00	
Capital stock authorized by votes of company, . . . . .	.	.	.	542,500 00	
Capital stock issued and outstanding, . . . . .	.	.	.	.	\$542,500 00
Number of shares issued and outstanding, . . . . .	.	.	.	5,425	
Number of stockholders, . . . . .	.	.	.	19	
Number of stockholders in Massachusetts, . . . . .	.	.	.	18	
Amount of stock held in Massachusetts, . . . . .	.	.	.	\$542,300 00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	May 1, 1915, .	\$200,000 00	\$10,000 00

SINKING AND OTHER SPECIAL FUNDS.

Additions during the year to sinking fund,	\$5,000 00
TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1900,	\$5,000 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	3,506,601
Number carried per mile of main railway track operated,	154,865
Number of round trips run,	45,615
Number of car miles run,	698,492
Average number of persons employed,	125

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Penders.	Equipped with Electric Heaters.	Number of Motors.
Combination cars,	4	4	4	16
Box passenger cars,	29	29	29	40
Open passenger cars,	18	18	-	40
TOTAL,	51	51	33	96
Work cars,	2	2	1	4
Snow ploughs,	10	-	4	14

MISCELLANEOUS EQUIPMENT.

Carts and snow sleds,	3
Other highway vehicles:	
Horse snow levellers,	5
Tower wagons,	2
Horses,	3
Harnesses (double, 1; single, 3),	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	20.867 miles.
Length of second main track,	1.776 "
Total length of main track,	22.643 "
Length of sidings, switches, etc.,	1.429 "
Total, computed as single track,	24.072 "

System of electric motive power in use by the company: General Electric and Westinghouse.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Leicester, Spencer and Millbury.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	-	18	-	19
Employees,	-	-	-	-	-	-
Other persons,	-	-	-	6	-	6
TOTALS,	-	1	-	24	-	25

STATEMENT OF EACH ACCIDENT.

Man tried to board moving car; thrown to ground, bruising his head slightly.

Man stepped from moving car; fell backwards, striking head on ground; unconscious five minutes.

Man stepped from moving car; cut on back of head and one hand.

Man and lady walking beside track, lady stepped in front of car and was thrown to one side, picked up unconscious, but revived very quickly and was taken on car.

Man, intoxicated, drove in front of car; was thrown from seat to the ground, one wrist injured.

Man stepped from moving car; fell, struck on ground; cut over one eye.

Man riding in rear vestibule fell out on a curve; cut on back of head.

Man tried to board moving car, fell and was dragged short distance; leg hurt.

Man, intoxicated, fell from rear vestibule; picked up unconscious, but apparently not injured.

Man stepped from behind one car in front of another; knocked down, cut on head.

Man jumped from moving car; cut on head.

Lady stepped from moving car and fell; hurt side slightly.

Boy, stealing ride, when discovered jumped backwards and fell; struck on his head.

Man on running-board; team crowded car, and man's toes bruised.

Man, intoxicated, staggered in front of car; knocked down, but no injury found.

Man jumped from moving car to recover his hat; cut on head.

Lady stepped from moving car; struck on her head.

Man jumped from moving car; struck against a pole, slightly injured.

Man stepped from moving car; cut on back of head.

Lady stepped in front of moving car; cut over one eye, hand and shoulder bruised.

Man jumped from moving car; one foot crushed by wheels.

Team following one car attempted to cross in front of car going in opposite direction; struck by car; lady cut on face, horse cut and carriage damaged.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SUBURBAN STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel E. Winslow, *President and General Manager*, Worcester, Mass.
Thomas T. Robinson, *Treasurer and Clerk of Corporation*, Dedham, Mass.
Ralph A. Stewart, *General Counsel*, Worcester, Mass. John B. Gorman,
Superintendent, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Samuel E. Winslow, Worcester, Mass. Thomas T. Robinson, Dedham,
Mass. Bentley W. Warren, Boston, Mass. James A. Parker, Boston, Mass.
William F. Whittemore, Leicester, Mass. Isaac L. Prouty, Spencer, Mass.
Harry M. Goddard, Millbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

SAMUEL E. WINSLOW,
THOS. T. ROBINSON,
JAMES A. PARKER,
BENTLEY W. WARREN,

Directors.

THOS. T. ROBINSON,

Treasurer.

JOHN B. GORMAN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 7, 1900. Then personally appeared the above-named Thomas T. Robinson, Samuel E. Winslow, James A. Parker and Bentley W. Warren, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ANDREW J. PETERS,

Justice of the Peace.

REPORT

OF THE

WORCESTER & WEBSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

[Commenced operation October 21, 1899.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$51,580 85
Operating expenses,	42,075 46
GROSS INCOME ABOVE OPERATING EXPENSES,	\$9,505 39
Charges upon income accrued during the year:	
Interest on funded debt,	\$3,759 38
Taxes, State and local,	1,146 50
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	4,905 88
Surplus for the year ending September 30, 1900,	\$4,599 51
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$4,599 51
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$51,579 68
Receipts from interest on deposits,	1 17
GROSS EARNINGS FROM OPERATION,	\$51,580 85
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,388 50
General office expenses and supplies,	636 75
Legal expenses,	319 00
Other general expenses:	
Advertising band concerts, etc.,	200 00
Freight, express, etc.,	1,439 73
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,007 72
Repair of electric line construction,	118 09
Removal of snow and ice,	697 53
Repair of buildings,	166 11
Maintenance of equipment:	
Repair of cars and other vehicles,	2,441 79
Repair of electric equipment of cars,	2,925 84

Transportation expenses:

Cost of electric motive power, \$13,052.22; add power bought, 594.93; net,	\$13,647 15
Wages and compensation of persons employed in conducting transportation,	9,592 98
Damages for injuries to persons and property,	15 00
Tolls for trackage over other railways,	4,218 84
Other transportation expenses: printing, postage, books, bonds, premiums, tickets, transfers, employees' buttons and badges, examination of employees by surgeon,	2,260 43
TOTAL OPERATING EXPENSES,	\$42,075 46

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		DR.
Cost of railway:		
Roadbed and tracks,	\$153,727 40	
Electric line construction, including poles, wiring, feeder lines, etc.,	49,298 16	
Engineering and other expenses incident to construction,	4,222 00	
TOTAL COST OF RAILWAY OWNED,		\$207,247 56
Cost of equipment:		
Cars and other rolling stock and vehicles,	\$32,521 73	
Electric equipment of same,	17,740 00	
TOTAL COST OF EQUIPMENT OWNED,		50,261 73
Cost of land and buildings:		
Land necessary for operation of railway,	\$8,594 68	
Electric power stations, including equipment,	83,689 48	
Other buildings necessary for operation of railway: car house and equipment of same,	38,814 98	
TOTAL COST OF LAND AND BUILDINGS OWNED,		131,099 14
TOTAL PERMANENT INVESTMENTS,		\$388,608 43
Cash and current assets: cash,		
Miscellaneous assets: materials and supplies,		4,991 08
		6,316 28
TOTAL,		\$399,915 79
LIABILITIES.		CR.
Capital stock,		
Funded debt,		\$150,000 00
Current liabilities: loans and notes payable,		150,000 00
Accrued liabilities:		89,000 00
Interest accrued and not yet due,	\$946 50	
Taxes accrued and not yet due,	2,343 88	
Rentals accrued and not yet due,	525 90	
Miscellaneous accrued liabilities: interest accrued and not yet due on bonds,	2,500 00	
TOTAL ACCRUED LIABILITIES,		6,316 28
Profit and Loss balance (surplus),		4,599 51
TOTAL,		\$399,915 79

CAPITAL STOCK.			
Capital stock authorized by law,	\$150,000	00	
Capital stock authorized by votes of company,	150,000	00	
Capital stock issued and outstanding,			\$150,000 00
Number of shares issued and outstanding,		1,500	
Number of stockholders,		27	
Number of stockholders in Massachusetts,		17	
Amount of stock held in Massachusetts,	\$75,700	00	

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Dec. 1, 1919, .	\$150,000 00	\$3,759 38

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	945,167
Number carried per mile of main railway track operated,	54,691
Number of round trips run,	7,971
Number of car miles run,	238,791
Average number of persons employed,	33
Company commenced operation October 21, 1899.	

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	7	7	7	14
Open passenger cars,	10	10	-	8
TOTAL,	17	17	7	22
Work cars,	1	-	-	2
Snow ploughs,	2	-	-	4

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

RAILWAY OWNED, ETC.	Owued.	Trackage over Other Railways.	Total Owned, etc.
Length of railway line,	Miles. 14.914	Miles. 2.368	Miles. 17.282
Length of sidings, switches, etc., . . . . .	.817	-	.817
TOTAL, COMPUTED AS SINGLE TRACK,	15.731	2.368	18.099

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,323 miles.
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System of electric motive power in use by the company: overhead single trolley system.

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Auburn, Oxford and Webster.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	51	-	-	2	51
Employees,	-	4	-	-	-	4
Other persons,	-	-	-	-	-	-
TOTALS,	2	55	-	-	2	55

STATEMENT OF EACH ACCIDENT.

There has been no accident on the tracks of this company since it began business, October 21, 1899. There did, however, occur an accident to one of our cars, July 4, 1900, while on the tracks of the Webster & Dudley Street Railway Company in the town of Webster, occasioned by the officials of that road putting on an extra car without first furnishing this company notice of such intention. The Worcester & Webster car left its destination in the town of Webster opposite the post-office on its regular schedule running time, 7.50 A.M., such schedule time having been in operation since May 19, and the running schedule having been agreed to by the officials of both roads. Said car carried about one hundred and twenty-one passengers. This car collided with the extra car above mentioned of the Webster & Dudley Street Railway Company at or near the Slater residence, East Webster, at about 7.57 o'clock in the morning.

At the point where the accident occurred there is a bend in the road, and the trees overhang the track some, so as to obstruct the view somewhat; it is about a four per cent down grade. The car was moving at the rate of about ten to twelve miles an hour. The extra car of the Webster & Dudley was seen by our motorman when perhaps two hundred to four hundred feet away, which was coming at a high rate of speed. He applied his brakes and then released them, to reverse the current, and again applied brakes, but was unable to avoid a collision. There were two persons killed who were passengers on our car, and fifty-five persons more or less injured.

The officials of this road made a thorough investigation of the facts pertaining to the accident, and came to the decision that this company and its employees were in no way responsible for the unfortunate affair, the sole cause for the accident being the putting of an extra car by the Webster & Dudley Street Railway Company on that portion of their tracks which was in joint use by this company and the Webster & Dudley Street Railway Company, without first giving us notice of same fact.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & WEBSTER STREET RAILWAY COMPANY,
518 MAIN STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar S. Hill, *President*, Boston, Mass. Fred Thayer, *Vice-President*, North Oxford, Mass. Wilford A. Bailey, *Treasurer and General Manager*, Worcester, Mass. Harry E. Back, *Clerk of Corporation*, Danielson, Conn. Charles M. Thayer, *General Counsel*, Worcester, Mass. Edmund L. Parker, *Auditor*, Worcester, Mass. Frank Miller, *Superintendent*, Oxford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar S. Hill, Webster, Mass. Fred Thayer, Woonsocket, R. I. Wilford A. Bailey, Worcester, Mass. Harry E. Back, Danielson, Conn. Edmund L. Parker, Worcester, Mass. Edward D. Robbins, Hartford, Conn. Sidney A. Reeve, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDGAR S. HILL,
EDMUND L. PARKER,
WILFORD A. BAILEY,
FRED THAYER,
Directors.
WILFORD A. BAILEY,
Treasurer.
FRANK MILLER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 6, 1900. Then personally appeared the above-named Edgar S. Hill, Edmund L. Parker, Wilford A. Bailey, Fred Thayer and Frank Miller, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me

CHARLES M. THAYER,
Justice of the Peace.

REPORT

OF THE

WORONOCO STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1900.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation,	\$54,510 35
Operating expenses,	37,171 67
NET EARNINGS FROM OPERATION,	\$17,338 68
Miscellaneous income: park,	262 18
GROSS INCOME ABOVE OPERATING EXPENSES,	\$17,600 86
Charges upon income accrued during the year:	
Interest on funded debt,	\$2,750 00
Interest and discount on unfunded debts and loans,	169 98
Taxes, State and local,	\$770 05
Taxes, commutation,	270 75
	1,040 80
Other deductions from income: park,	1,578 23
TOTAL CHARGES AND DEDUCTIONS FROM INCOME,	5,539 01
NET DIVISIBLE INCOME,	\$12,061 85
Dividends declared (3 per cent),	4,500 00
Surplus for the year ending September 30, 1900,	\$7,561 85
Amount of deficit September 30, 1899,	4,250 98
	\$3,310 87
Credits to profit and loss account during the year: contractor's forfeit for not completing job on time,	2,000 00
TOTAL SURPLUS SEPTEMBER 30, 1900,	\$5,310 87
EARNINGS FROM OPERATION.	
Receipts from passengers carried,	\$54,302 85
Receipts from advertising in cars,	207 50
GROSS EARNINGS FROM OPERATION,	\$54,510 35
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks,	\$1,870 00
General office expenses and supplies,	325 64
Legal expenses,	12 21

General expenses — <i>Concluded.</i>	
Insurance,	\$701 90
Other general expenses,	85 34
Maintenance of roadway and buildings:	
Repair of roadbed and track,	2,124 76
Repair of electric line construction,	386 33
Removal of snow and ice,	336 85
Repair of buildings,	290 14
Maintenance of equipment:	
Repair of cars and other vehicles,	4,437 86
Repair of electric equipment of cars,	1,020 10
Transportation expenses:	
Cost of electric motive power,	8,378 71
Provender for horses,	43 01
Wages and compensation of persons employed in conducting transportation,	16,167 74
Damages for injuries to persons and property,	681 30
Rentals of buildings and other property,	53 50
Other transportation expenses,	256 28
TOTAL OPERATING EXPENSES,	\$37,171 67

PROPERTY ACCOUNTS.

Additions to railway:	
Extension of tracks (length, 19,777.5 feet),	\$49,892 26
New electric line construction (length, 19,777.5 feet),	10,255 68
Other additions to railway: engineer agencies,	3,817 15
TOTAL ADDITIONS TO RAILWAY,	\$63,965 09
Additions to equipment:	
Additional cars (8 in number),	\$14,197 22
Electric equipment of same,	13,098 43
Other additions to equipment:	
Tools,	25 25
Horse and harness,	154 50
TOTAL ADDITIONS TO EQUIPMENT,	27,475 40
Additions to land and buildings:	
Additional land necessary for operation of railway,	\$164 00
Additional equipment of power stations,	11,603 37
New buildings necessary for operation of railway,	7,775 66
TOTAL ADDITIONS TO LAND AND BUILDINGS,	19,543 03
TOTAL ADDITIONS TO PROPERTY ACCOUNTS,	\$110,983 52

GENERAL BALANCE SHEET SEPTEMBER 30, 1900.

ASSETS.		Dr.
Cost of railway:		
Roadbed and tracks,	\$100,645 92	
Electric line construction, including poles, wiring, feeder lines, etc.,	28,554 34	
Engineering and other expenses incident to construction,	8,770 22	
TOTAL COST OF RAILWAY OWNED,		\$137,970 48

Cost of equipment:			
Cars and other rolling stock and vehicles,	\$32,183 70		
Electric equipment of same,	22,855 59		
Horses,	154 50		
Other items of equipment: tools:	202 55		
TOTAL COST OF EQUIPMENT OWNED,			\$55,396 34
Cost of land and buildings:			
Land necessary for operation of railway,	\$4,013 61		
Electric power stations, including equip- ment,	27,440 62		
Other buildings necessary for operation of railway,	15,631 83		
TOTAL COST OF LAND AND BUILDINGS OWNED,			47,086 06
TOTAL PERMANENT INVESTMENTS,			\$240,452 88
Cash and current assets:			
Cash,	\$5,600 93		
Bills and accounts receivable,	77 00		
TOTAL CASH AND CURRENT ASSETS,			5,677 93
Miscellaneous assets: materials and supplies,			1,322 06
TOTAL,			\$247,452 87
LIABILITIES.		Cr.	
Capital stock,			\$150,000 00
Funded debt,			75,000 00
Current liabilities:			
Loans and notes payable,	\$14,000 00		
Audited vouchers and accounts,	3,142 00		
TOTAL CURRENT LIABILITIES,			17,142 00
Profit and Loss balance (surplus),			5,310 87
TOTAL,			\$247,452 87
CAPITAL STOCK.			
Capital stock authorized by law,	\$150,000 00		
Capital stock authorized by votes of company,	150,000 00		
Capital stock issued and outstanding,			\$150,000 00
Number of shares issued and outstanding,	1,500		
Number of stockholders,	46		
Number of stockholders in Massachusetts,	44		
Amount of stock held in Massachusetts,	\$147,300 00		

FUNDED DEBT.

DESCRIPTION OF BONDS.	Rate of Interest.	Date of Maturity.	Amount Outstanding.	Interest Paid during the Year.
First mortgage bonds,	Per Cent. 5	Jan. 1, 1920,	\$75,000 00	\$1,875 00
Original bonds of \$35,000 taken up when the above were issued, . . . . .	. . . . .	. . . . .	-	875 00
TOTALS, . . . . .	. . . . .	. . . . .	\$75,000 00	\$2,750 00

VOLUME OF TRAFFIC, ETC.

Number of passengers paying revenue carried during the year,	1,088,543
Number carried per mile of main railway track operated, .	102,673
Number of round trips run,	69,901
Number of car miles run,	366,408
Average number of persons employed,	40

DESCRIPTION OF EQUIPMENT.

DESCRIPTION OF EQUIPMENT.	Equipped for Electric Power.	Equipped with Fenders.	Equipped with Electric Heaters.	Number of Motors.
Box passenger cars,	10	10	10	22
Open passenger cars,	14	14	-	22
TOTAL,	24	24	10	44
Snow ploughs,	2	-	-	-

MISCELLANEOUS EQUIPMENT.

Work cars,	3
Trailers,	2
Highway vehicles: tower wagon, 1; express wagon, 1, . .	2
Horses,	1
Harnesses (single),	1

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

Length of railway line,	10.260 miles.
Length of second main track, . . . . .	.342 "
Total length of main track,	10.602 "
Length of sidings, switches, etc., . . . . .	.452 "
Total, computed as single track,	11.054 "

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

Length of railway line,473 miles.
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System of electric motive power in use by the company: General Electric Company and Westinghouse equipment.

Names of the several cities and towns in which the railways operated by the company are located: Westfield and West Springfield.

ACCIDENTS TO PERSONS.

KILLED AND INJURED.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	2	-	2
Other persons,	-	-	-	-	-	-
TOTALS,	-	-	-	2	-	2

STATEMENT OF EACH ACCIDENT.

Feb. 25, 1900. — A. Jessup stepped off car, lost his balance and fell against passing car on opposite track, throwing him down and cutting his head.

August 14. — Jos. L. Ward fell from car and was bruised quite severely.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORONOCO STREET RAILWAY COMPANY,
WESTFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James H. Bryan, *President and General Manager*, Westfield, Mass. Robert B. Crane, *Vice-President*, Westfield, Mass. Charles J. Little, *Treasurer and Clerk of Corporation*, Westfield, Mass. Henry W. Ely, *General Counsel*, Westfield, Mass. John H. Ashley, *Auditor*, Westfield, Mass. Robert P. Lee, *Superintendent*, Westfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James H. Bryan, Westfield, Mass. Robert B. Crane, Westfield, Mass. James A. Crane, Westfield, Mass. Darwin L. Gillett, Westfield, Mass. Henry M. Van Deusen, Westfield, Mass. Luke S. Stowe, Springfield, Mass. Henry W. Ely, Westfield, Mass. Charles J. Little, Westfield, Mass. Ralph D. Gillett, Westfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. H. BRYAN,
R. B. CRANE,
DARWIN L. GILLETT,
J. A. CRANE,
LUKE S. STOWE,
RALPH D. GILLETT,
CHARLES J. LITTLE,
HENRY W. ELY,

Directors.

CHARLES J. LITTLE,

Treasurer.

ROBT. P. LEE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 27, 1900. Then personally appeared the above-named Jas. H. Bryan, R. B. Crane, Darwin L. Gillett, J. A. Crane, Luke S. Stowe, Ralph D. Gillett, Charles J. Little, Henry W. Ely and Robt. P. Lee, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES F. ELY,
Justice of the Peace.

LEASES.

LEASES.

LEASE OF THE BOSTON & ALBANY RAILROAD TO THE NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY (OF NEW YORK).

THIS AGREEMENT, made this fifteenth day of November, A.D. 1899, by and between the Boston & Albany Railroad Company, a corporation organized under the laws of Massachusetts and New York, owning and operating a railroad from Boston, in Massachusetts, to the Hudson River, in the State of New York, hereinafter called the lessor, and the New York Central & Hudson River Railroad Company, a corporation organized under the laws of the State of New York, owning and operating a railroad from Buffalo, in said State, to New York, in the same State, and connecting with the railroad of said lessor, hereinafter called the lessee,

WITNESSETH: The said parties, each for itself, its successors and assigns, and each in consideration of the grants, covenants and agreements herein made by the other, have granted, covenanted and agreed, and do hereby grant, covenant and agree, each to and with the other, and its successors and assigns, as follows, to wit:—

First.—The lessor doth grant, demise and lease unto the lessee, its successors and assigns, all and singular its railroads and property of every description, whether within its location or not, including therein its railroad, lands and wharves, branches, tracks, side tracks, road beds, superstructure, station houses, depot grounds, depots, viaducts, bridges, piers, shops, buildings and fixtures; and also its engines, rolling stock, machinery, tools, furniture, appliances, telegraph apparatus and equipment; and all rights, franchises, easements, privileges and appurtenances thereunto belonging, together with the right to demand and receive all tolls, rent, revenues, income and profits of the demised premises, including also therein all the right, title and interest of the said lessor in and to any and all railroads operated by it under lease or otherwise, and in and to any stock of other corporations owned by it or held by it, and all dividends therefrom, and the right of voting on the same (the counterparts of such leases and certificates for such stocks to be assigned and transferred simultaneously with the delivery of this indenture, or as soon as practicable thereafter), and in and to all contracts and obligations of or with other railroads, corporations or individuals, and all income, advantages and benefits to be derived therefrom, and hereby assigning and transferring unto the lessee, under the terms and provisions of this lease, and for the purposes thereof, and subject to all obligations and encumbrances thereon, all its property, franchises and estates of every description, however described, and wherever situated, and by whomsoever held, including money, material and supplies on hand, excepting only the corporate seal, the stockholders' and directors' record books, and the transfer and stock books, to which the lessee may have access at reasonable times, and excepting all the property, real and personal, stated and included in a schedule hereto annexed, marked "Schedule A," the same being property not needed for the railroad purposes of the lessee, which said property so excepted or the proceeds thereof is hereby reserved for the use and benefit of the lessor and its stockholders as the directors thereof may from time to time determine.

To have and to hold all and singular the demised premises to the lessee, its successors and assigns, for and during the term of ninety-nine (99) years, from and after the first day of July, in the year of our Lord one thousand nine hundred, the lessee paying unto the lessor the rent hereby reserved, and keeping and performing the terms, conditions and agreements hereinafter contained to be by it kept and performed.

Second. — The lessor will at all times, upon reasonable request, execute and deliver any and all instruments and take any other action, at the request and expense of the lessee, that may be requested or necessary to confirm, carry out, effect and establish the terms of this lease and agreement to its full meaning and intent, and to vest in and secure to the lessee the full use and enjoyment of the railroads and property demised or intended to be demised hereby. The lessor will, during the continuance of this lease and agreement, maintain its existence and organization as a corporation, and to that end will comply with all the requisites and forms of law; and it will, at the request and expense of the lessee, do and perform all such acts, lawful and consistent with its rights hereunder, as shall be proper and necessary for the due protection, preservation and full enjoyment by the lessee of all property, rights, franchises and interests hereby demised or granted to it, and to carry out the true intent and meaning of this instrument; and in default thereof it hereby authorizes the same to be done by the lessee, or by its agents, successors or assigns, in the name and as the act of the lessor; and the lessee, its successors and assigns, may, at its own or their expense and charge, and for its or their own use and benefit, use the name, franchise and corporate power of the lessor in commencing, prosecuting or defending any suit or proceeding, or taking any action which may be necessary or proper to enable it or them to defend, assert, exercise or maintain any right or privilege secured to it or them by this instrument or arising from the title or possession thereunder, or to enforce payment of damages for injuries thereto, and to give due receipts, quittances and discharges on account thereof and in relation thereto; and the lessor hereby makes, constitutes and appoints the lessee its agent, during the duration of this lease, to operate all its leased railroads and property, the lessee herein to do and perform as such agent all acts in reference thereto incumbent by law or by contract upon the lessor herein, and in consideration thereof to receive for itself the income and profit arising from such operation.

Third. — The lessee shall not assign this lease nor underlet either the main line of the lessor's railroad or the main line of any of its branches without the consent in writing of the lessor.

Fourth. — The lessee shall observe and perform all the provisions of contracts of the lessor with the owners of railroads now leased or operated by it, and at the termination of said leases the same shall, if requested by the lessee, and if it can be done, be renewed by the lessor from time to time upon the most favorable terms practicable, for a term or terms not exceeding the then unexpired term of this lease, and, being so renewed, shall be subject to all the provisions of this lease and agreement as effectually as if now existing and herein included, and upon the expiration or earlier termination of this lease shall be reassigned to and inure to the benefit of the lessor.

Fifth. — The lessee shall pay to the lessor as rent for the demised premises the sum of five hundred thousand dollars (\$500,000) for each quarter in each year during the term of this lease, to wit: on the thirtieth day of March, on the twenty-ninth day of June, on the twenty-ninth day of September, and on the thirtieth day of December, in each and every year (the first payment to be made on the twenty-ninth day of September, in the year one thousand nine hundred), and at the same rate for any portion of a quarter, at the office of the treasurer of the lessor, in the city of Boston; and shall also pay to the lessor the sum of ten thousand dollars (\$10,000) per annum in equal quarterly payments on the same days upon which said rent is payable, during the first ten (10) years of said term, and in each and every year thereafter said lessee shall pay to the lessor such less sum as is reasonable and proper therefor as and for the expense of preserving the organization of the lessor as herein agreed to be preserved and kept up; and the lessee shall furnish the officers of the lessor with proper accommodations in Boston for the transaction of the business of the lessor. The lessee, in addition to the payment of the rent upon all leases wherein the lessor is lessee, shall also pay, as the same becomes due, the interest on the indebtedness of the lessor (a schedule whereof is hereto annexed), and upon such future indebtedness as shall be created for the purpose of paying such indebtedness, and to that end shall pay to the lessor such sums of money, at such times as shall enable it punctually to meet such interest as the same becomes due, and also to meet as they become due the rentals upon all leases upon which the

lessor is held and obliged to pay rent; all such sums to be received by the lessor expressly in trust, and upon its agreement to keep the same separate and apart from all other funds, and regularly and punctually to use and apply such sums in the payment of such interest and rentals, and for no other purpose whatever; and the lessee shall also pay during each year of said term all taxes, rates, charges and assessments, ordinary and extraordinary, whether in the nature of taxes now in being or not, which may be lawfully imposed or assessed in any way upon the lessor or lessee with reference to the premises and property hereby demised, the capital stock of the lessor, its property, indebtedness, franchises, business and revenues or said rental, such payments to be made to the authority or treasurer entitled by law to receive the same, whether federal, state or municipal, so that said lessor shall be saved harmless during the continuance of this lease from any tax, assessment or charge under any laws or proceedings made or authorized by the United States or any State or municipality.

Sixth. — The lessee shall assume and pay all existing and outstanding liabilities, obligations and debts of the lessor, except the principal of the bonds hereinafter mentioned, and shall take upon itself the management and defence of all suits, actions and proceedings against the lessor, and shall, at its own expense, maintain and keep the railroad and property hereby demised in good order and condition during the term of this lease, and shall use and operate them in accordance with the charter of the lessor and the laws of the Commonwealth of Massachusetts, and of the State of New York, and of the United States, so far as the same are respectively applicable; and shall furnish all cars, engines, motive power, rolling stock and equipment required, in addition to the like property hereby demised, for the due and proper use and operation thereof; shall make all returns by law required of it; and shall furnish the lessor with such statements and accounts in its possession or control as are requisite to enable the lessor to make all returns by law required of it; and shall permit and afford suitable facilities for the officers of the lessor, by themselves or by agents appointed by them, to examine the demised property once each year, so far as may be necessary to ascertain the condition thereof.

Seventh. — The lessee will, during the continuance of this lease, protect and save harmless the lessor against all actions and all claims for injury to persons or property during the term of this lease and agreement, by reason of any want of care and skill in the operation and management of the leased property, or by reason of any defects therein or in any way growing out of the operation and management of the same, and will not suffer or permit the lessor to be subjected to any payment, penalty or forfeiture for violation of law in any respect in relation to the maintenance and operation of the said railroads and property; but will indemnify and save the lessor harmless against all loss, cost, damage or liability caused by it or arising out of the use and operation of said roads and property, and whether by reason of any contract, statute, negligence or misfeasance, or by reason of the neglect of the lessee or lessor to use and operate said railroads and property as required by law during the continuance of this lease. The lessee, at the expiration or earlier termination of this lease, will return the demised road and property with all improvements and additions thereon to the lessor as a railroad between Boston and the Hudson River, with its branches, in all respects in as good condition as to its road, road bed, bridges, lands, wharves, yards, terminal facilities, depots, stations, shops and other structures, and as to its rolling stock, machinery, materials, tools, appliances and equipment, and other property and rights, real and personal, as the same now are or may be put in during the continuance of this lease, and so that there shall be no depreciation in the same or any part thereof; and will also return or deliver, in lieu of the personal property set out in the inventory hereinafter provided to be made, the same or other personal property of similar character, value and uses, and appropriate for the operation of the lessor's railroads.

Eighth. — Said lessee, its successors and assigns, may at any time during the continuance of the demised term change and alter the line and way of the demised railroads, and in so doing may discontinue any part of the present way or track of the present railroads, and any of the machine shops or depots not required for the use of the line, and may also change the grade or grades of the said road, and alter or change.

the location of any of the tracks, water stations, buildings or erections appurtenant thereto or connected therewith, but not so as to change the termini of said railroad from the cities in which they now are, or so as to remove the said railroad from the towns, cities and villages, or any of them, through which the same now runs. Said lessee may also exchange the lands and buildings of said lessor for any other lands or buildings, or for other lands more convenient or necessary for its use, and of equal value, for the uses and purposes of said railroad. The lessor will, upon the written request of the lessee, from time to time, convey to such person or persons as the lessee may appoint in such request, such portions and parcels of real estate owned by the lessor, and not reasonably necessary for railroad purposes, as the lessee may designate, and upon such reasonable terms and for such reasonable price as the lessee may direct, at the expense of the lessee, the proceeds to be received by the lessee, but upon an express agreement by the lessee that all proceeds thereof, or sums equal thereto, shall be, or shall previously have been, applied from the funds of the lessee to additions upon the railroads of the lessor or their branches, or connected with the real estate of the lessor, which shall thereupon become the property of the lessor and subject to the provisions of this instrument; and if, at the expiration or earlier termination of this lease, the lessee shall not have expended in such additions a sum equal to the proceeds of the real estate so conveyed, the balance unexpended shall be paid over to the lessor without interest.

Whenever, during the continuance of this lease, it shall be deemed necessary by the lessee that additional real estate shall be acquired for the use of the demised railroads, the lessor shall by its directors either purchase the same, or exercise the right of eminent domain, or other appropriate power, to enable such additional real estate to be acquired. The lessee shall have the right to make permanent additions to and improvements upon the demised premises, and to do all such things from time to time as, in its opinion, may be for the improvement of the demised property. If the board of directors of the lessor, by a majority vote, shall consent to or approve of any or all of such permanent additions and improvements or the doing of such other things, including the acquisition of real estate as aforesaid, or if, after a hearing, the Board of Railroad Commissioners of Massachusetts approve an issue of bonds therefor, fixing the amount and purposes for which said bonds may be issued, the lessor shall, at the request of said lessee and to the extent that it lawfully may, issue its bonds at such lawful rate of interest as may be determined by the lessee for such sums as may be necessary or specified by said Railroad Commissioners, to meet the cost and expense thereof, and shall take such lawful corporate action to that end as may be requested by said lessee; but no such bonds shall be issued without the consent of the board of directors of the lessor, by a majority vote, except to such amounts as may be determined, and for such purposes as may be specified by the Board of Railroad Commissioners of Massachusetts after a hearing, so long as said Board retains its present powers to so determine in reference to the issue of bonds by railroad companies; and if said Board shall be deprived of its present power in reference to the issue of bonds by railroad companies, and the same or similar power shall not be conferred by law on some other governmental or judicial authority, then no such bonds for improvement shall be issued without the approval of the Governor of the Commonwealth, unless the board of directors of the lessor, by a majority vote, consents thereto. The lessee, its successors and assigns, may, at its own expense and charge, use the name of the lessor in making and prosecuting petitions to the Board of Railroad Commissioners or other boards of governmental or judicial authority, to secure the determinations aforesaid, from time to time; and the lessor hereby appoints said lessee its agent and attorney during the duration of this lease for the purpose aforesaid, but the lessor reserves the right in all cases to be heard before said Board or other authority in opposition to granting in whole or in part the prayer of such petition. The proceeds of the sales of such bonds shall be used by said lessee for the purposes aforesaid, which bonds shall, at the request of the lessee, be extended or renewed as they mature for a term or terms not exceeding the duration of this lease. The lessor will also, as and when requested by the lessee, make such lawful issue and reissue of bonds as from time to time the lessee shall find to be necessary and proper to be issued, for the purpose of meeting as they mature any and all outstanding bonds of the lessor, which

bonds now outstanding amount to the sum of seven million four hundred and eighty-five thousand dollars (\$7,485,000); and the lessee will pay all interest on all funded indebtedness of the lessor as the same shall from time to time become due, and will assume and pay all other obligations of the lessor of every name and nature as the same from time to time shall fall due, except the principal of said bonds, provided that without consent of the lessee, except as hereinafter provided, the existing indebtedness of the lessor shall not be increased for any purpose whatever; and the lessee will keep and perform all and singular the contracts relating to said demised premises and property now in force and binding on the lessor, so far as the same are to be performed during the term of this lease, whether arising under leases or otherwise, and as to all property leased to the lessor, the lessee shall be subject to the leases under which said property is from time to time held. Said lessee further covenants and agrees that every bond issued by the lessor at the request of said lessee shall be indorsed with an agreement signed on behalf of the lessee, its successors and assigns, guaranteeing to the holder thereof the payment of the interest thereon and the principal thereof; but as respects the payment of the principal thereof said lessor shall at all times be considered and treated as the principal, and said lessee as surety. All bonds issued by said lessor as aforesaid shall be prepared at the expense of the lessee, and shall bear such lawful interest as shall be designated by said lessee, and when executed shall be delivered to said lessee to be indorsed as aforesaid, and to be negotiated and sold by said lessee. If permanent additions or improvements shall be required to be made, by force of any law now or hereafter existing, or by any court, tribunal, board of commissioners or public officers having lawful authority in the premises, and the said lessee shall not make the same and provide for payment thereof by requesting the issue of bonds, or otherwise, then said lessor may issue and dispose of its bonds in a sufficient amount for that purpose, and the same may extend and renew, and the same shall become a part of the funded indebtedness of the lessor, upon which the lessee shall pay interest as herein provided.

All premises received in exchange or acquired as aforesaid are to be conveyed to the lessor and held by the parties hereto as if the same were now a part of the premises hereby demised, and the said lessee covenants and agrees to pay all taxes, assessments and charges thereon.

Ninth. — This lease and agreement is upon condition that, if the lessee shall neglect or refuse to pay the rental herein reserved, or any part thereof, or to pay the interest upon the indebtedness of the lessor as herein agreed to be paid, for more than thirty (30) days after the same shall become due and payable, or if the lessee shall continue to neglect or fail to perform any or either of the other covenants on its part to be performed for more than six (6) months after written notice from the lessor of such neglect or failure, then, and in either of said events, the lessor may lawfully, at any time after the lapse of said thirty (30) days or six (6) months, as the case may be, and while such neglect or default continues, enter upon the leased premises, or any part thereof, in the name of the whole, and repossess the same as of its former estate, and expel the lessee and those claiming under it without prejudice to any remedies which might otherwise be used for arrears of rent or preceding breach of covenants.

Tenth. — Nothing herein contained shall prevent the lessor and lessee from modifying, changing, amending, annulling or cancelling this lease by mutual agreement. It is understood that this lease is made subject to approval by the stockholders of said parties respectively, as may be required by law, and to the ratification thereof by the Massachusetts Legislature.

It is further understood and agreed that all debts and obligations of the lessee incurred or created by this agreement, or evidenced thereby, are made and shall be subject to the prior charge and due payment of every bond issued under and secured by a certain indenture made and dated the fourth day of February, eighteen hundred and ninety-eight, by and between the lessee and the Guaranty Trust Company of New York, for the purpose of acquiring shares of the capital stock of the Lake Shore & Michigan Southern Railway Company, and pledging all the shares of the capital stock of said the Lake Shore & Michigan Southern Railway Company then or thereafter acquired by the said

lessee, and subject also to the prior charge and due payment of every bond issued under and secured by another certain indenture made and bearing date the thirteenth day of April, eighteen hundred and ninety-eight, by and between the said lessee and said Guaranty Trust Company of New York, for the purpose of acquiring shares of the capital stock of the Michigan Central Railroad Company, and pledging all the shares of the capital stock of the Michigan Central Railroad Company then or thereafter acquired by said lessee; but nothing in this article contained shall in any way affect the rights of the lessor secured to it under Article Ninth of this lease.

Eleventh.—An inventory and appraisal of all the personal property hereby demised shall be made as of the first day of July, nineteen hundred, by the representatives of the lessor and lessee, or, in case of disagreement as to any item or items, by a third person, to be agreed upon by the lessor and lessee; such inventory and appraisal shall be made in duplicate and an original furnished to each party, and shall be evidence as to the nature, value and condition of the property in all cases in which any question of such nature, value or condition may arise.

Twelfth.—Each and all of the preceding covenants, agreements and stipulations shall mutually bind and inure to the benefit of the lessor and lessee respectively, their and each of their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be sealed with their respective corporate seals, attested by their respective secretaries, and signed by their respective presidents, the day and year first above written, the words "by a majority vote" first having been interlined in three places in the Eighth Article.

THE BOSTON AND ALBANY RAILROAD COMPANY,

By WILLIAM BLISS, *President*.

[SEAL.]

Attest: E. D. HAYDEN, *Secretary and Clerk*.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY,

By S. R. CALLAWAY, *President*.

[SEAL.]

Attest: E. D. WORCESTER, *Secretary*.

COMMONWEALTH OF MASSACHUSETTS.

COUNTY OF SUFFOLK, ss. On the fifteenth day of November, in the year one thousand eight hundred and ninety-nine, before me personally came William Bliss, to me known, and who, being by me duly sworn, did depose and say, that he resided in Boston, Massachusetts; that he was the president of the Boston & Albany Railroad Company, the corporation described in and which executed the above and foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed his name thereto by like order.

FRANK H. RATCLIFFE, *Notary Public*.

[SEAL.]

STATE OF NEW YORK.

COUNTY OF NEW YORK, ss. On the fifteenth day of November, in the year one thousand eight hundred and ninety-nine, before me personally came Samuel R. Callaway, to me known, and who, being by me duly sworn, did depose and say, that he resided in the city of New York, N. Y.; that he was the president of the New York Central & Hudson River Railroad Company, the corporation described in and which executed the above and foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed his name thereto by like order.

LEIGH BEST, *Notary Public*,
New York County.

[SEAL.]

SCHEDULE A.

1. All the securities and money held by the trustees of the improvement fund of the Boston & Albany Railroad Company on the day this lease takes effect.

2. Proceeds, when obtained, of the following parcels of land in Boston, to be conveyed to the Boston & Providence Railroad Corporation by the Boston & Albany Railroad Company, namely :—

	Square Feet.
Between Albany Street and Fort Point Channel,	73,923
Between Broadway and Albany Street,	31
Between Harrison Avenue and Broadway,	7,851
Between Washington Street and Harrison Avenue (in Orange Lane), . {	9,123
	1,968
Between Tremont Street and Washington Street,	69,715
Between Ferdinand Street and Tremont Street,	521
Between Dartmouth Street and Ferdinand Street,	75,680
Total,	238,812

less the amount required to be paid to the Old Colony Railroad Company for land on Kneeland Street in Boston to be conveyed to the Boston & Albany Railroad Company, and also less the amount required to be paid for land to be conveyed by the Boston & Providence Railroad Corporation to the Boston & Albany Railroad Company near the present crossing of the railroads of said railroad companies.

3. Proceeds, when obtained, of a certain tract of land taken by the Boston Terminal Company, namely, 84,185 square feet of land, bounded north-westerly by the north-westerly line of Lehigh Street; northerly by remaining land of the Boston & Albany Railroad Company and by land formerly of the Old Colony Railroad Company; south-easterly by Fort Point Channel, and south-westerly by other land of said the Boston & Albany Railroad Company (to be conveyed to the Boston & Providence Railroad Company).

A parcel of land on Exeter Street, Boston, described as follows: bounded easterly by Exeter Street; northerly by land of George Wigglesworth and others; westerly by remaining land of the Boston & Albany Railroad Company by a line parallel with and distant one hundred and ten (110) feet westerly from Exeter Street; and southerly by other land of the Boston & Albany Railroad Company and by Huntington Avenue.

SCHEDULE OF INDEBTEDNESS AND OUTSTANDING LEASES.

Five per cent bonds, due April 1, 1902, \$3,858,000.

Four per cent bonds, due October 1, 1913, \$3,627,000.

Lease, Pittsfield & North Adams Railroad Company, for ninety-nine years from December 1, 1876, rental \$22,500 per annum.

Lease, Ware River Railroad Company, for nine hundred and ninety-nine years from January 1, 1874, rental \$52,500 per annum.

Lease, North Brookfield Railroad Company, for fifty years from January 1, 1886, rental \$3,000 per annum.

Traffic agreement, Providence, Webster & Springfield Railroad Company, for ten years from May 1, 1897, to pay twenty-five per cent of the earnings.

Traffic agreement, Chester & Becket Railroad Company, to pay twenty-five per cent of gross earnings.

SUPPLEMENTARY AGREEMENT.

THIS AGREEMENT, made this fifteenth day of November, A.D. 1899, by and between the Boston & Albany Railroad Company and the New York Central & Hudson River Railroad Company,

WITNESSETH: that whereas the parties have this day made and entered into an agreement and lease whereby the Boston & Albany Railroad Company leases itself and its

property to the New York Central & Hudson River Railroad Company, and there is excepted and reserved in and from said lease, for the use and benefit of the lessor and its stockholders, certain property, real and personal, more fully described in a schedule attached to said lease and called "Schedule A,"—

Now, THEREFORE, it is further agreed, upon the considerations of said lease, that within thirty days after the day upon which said lease shall take full effect the said the New York Central & Hudson River Railroad Company shall take and purchase said excepted property, and shall forthwith pay said the Boston & Albany Railroad Company therefor in its three and one-half per cent ($3\frac{1}{2}\%$) debenture 100-year bonds, at par, the sum of five million five hundred thousand dollars (\$5,500,000), the interest thereon to be adjusted to the day upon which said lease takes effect, and the Boston & Albany Railroad Company shall thereupon transfer and convey all of said excepted property to said the New York Central & Hudson River Railroad Company, to be held by it as its own property, and not under said lease. And said debenture bonds or their proceeds shall thereafter be for the use and benefit of the stockholders of the Boston & Albany Railroad Company as the directors thereof may from time to time determine.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be sealed with their respective corporate seals, attested by their respective secretaries, and signed by their respective presidents, the day and year first above written.

THE BOSTON AND ALBANY RAILROAD COMPANY,

By WILLIAM BLISS, *President*.

[SEAL.]

Attest:

E. D. HAYDEN, *Secretary and Clerk*.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY,

By S. R. CALLAWAY, *President*.

[SEAL.]

Attest:

E. D. WORCESTER, *Secretary*.

COMMONWEALTH OF MASSACHUSETTS.

COUNTY OF SUFFOLK, ss. On the fifteenth day of November, in the year one thousand eight hundred and ninety-nine, before me personally came William Bliss, to me known, and who, being by me duly sworn, did depose and say that he resided in Boston, Massachusetts; that he was the president of the Boston & Albany Railroad Company, the corporation described in and which executed the above and foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed his name thereto by like order.

FRANK H. RATCLIFFE, *Notary Public*.

[SEAL.]

STATE OF NEW YORK.

COUNTY OF NEW YORK, ss. On the fifteenth day of November, in the year one thousand eight hundred and ninety-nine, before me personally came Samuel R. Callaway, to me known, and who, being by me duly sworn, did depose and say that he resided in the city of New York, N. Y.; that he was the president of the New York Central & Hudson River Railroad Company, the corporation described in and which executed the above and foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed his name thereto by like order.

LEIGH BEST, *Notary Public*,

New York County.

[SEAL.]

LEASE OF THE FITCHBURG RAILROAD TO THE BOSTON & MAINE RAILROAD.

THIS INDENTURE, made in duplicate this thirtieth day of June, A.D. 1900, by and between the Fitchburg Railroad Company, a corporation existing under and by virtue of the laws of the Commonwealth of Massachusetts and of the States of Vermont, New Hampshire and New York, party of the first part and hereinafter denominated the lessor, and the Boston & Maine Railroad, a corporation existing under and by virtue of the laws of the Commonwealth of Massachusetts and of the States of Maine and New Hampshire, party of the second part and hereinafter denominated the lessee,

WITNESSETH: that the said parties, each for itself, its successors and assigns, and each in consideration of the grants, covenants and engagements herein made by the other, have granted, covenanted and agreed and do hereby grant, covenant and agree each to and with the other and its successors and assigns as follows, to wit:—

I. The lessor doth grant, demise, and lease unto the lessee, its successors and assigns, its railroad and property of every description, including therein its railroad, lands, docks, elevators and wharves wherever situated, its branches, tracks, side tracks, road beds, superstructure, station houses and grounds, depots, viaducts, bridges, piers, shops, buildings, fixtures, engines, cars, barges, rolling stock, machinery, tools, furniture, telegraph and telephone apparatus, equipment, materials and supplies, and all rights, franchises, easements, privileges and appurtenances thereto belonging, together with the right to receive all tolls, rents, revenues, income and profits of the demised premises; including also therein the right, title and interest of the lessor in and to any and all railroads operated by it under lease or otherwise so far as the same are assignable or transferable by the lessor, and in and to any stocks and securities of other railroads or other corporations owned by it, all dividends thereon and its right of voting on said stock, and in and to any bonds, obligations and contracts of or with other railroads, corporations or individuals, and all income, advantages and benefits to be derived therefrom, a schedule of which stock and bonds is hereto annexed; hereby assigning and transferring unto the lessee, subject to all legal obligations and encumbrances thereon, all its railroad, railroad property, franchises and assets of every description except as above stated, and excepting cash on hand, outstanding bills, notes and accounts receivable and all sums received thereon, and its corporate seal and books of record, to which the lessee shall have access at all reasonable times; but this grant and assignment is not to take effect until the first day of the term hereof, and the lessor shall have the right to pay from its cash on hand on the thirtieth day of June next, to its preferred stockholders, a dividend of not exceeding \$2 per share on its preferred stock, not including the stock in its treasury.

To have and to hold all and singular the demised premises to the lessee, its successors and assigns for and during the term of ninety-nine years from and after the first day of July, A.D. 1900, the said lessee keeping and performing the covenants herein contained on its part to be kept and performed, and yielding and paying rent for the said premises to the amount and in the manner following, to wit:—

(1) The lessee shall pay all operating expenses of the lessor and of all railroads of which the lessee shall come into possession or which it shall operate under and by virtue of this indenture, including therein as part thereof all repairs and renewals, all expenditures arising out of any contract, obligation, business, negligence or misfeasance, or however otherwise arising, and whether liability for the same now exist or be hereafter created, in any way connected with the ownership, use or operation of the demised premises, or of railroads operated by the lessee or the lessor as herein provided; including therein also as part thereof damages to persons or property, insurance, all taxes of every description, federal, state and municipal, upon the lessor's property, business, indebtedness, income, franchises or capital stock, or said rental, all expenses consequent upon or incidental to the renewal or refunding of the lessor's indebtedness, or that of any road owned, leased or operated by it, any expenditures hereinafter declared to be operating expenses, all necessary legal expenses of the lessor, and the organization

expenses of the lessor, for which, in addition to sufficient office accommodations to be furnished by the lessee, there shall be paid to the lessor at the end of each successive three months during the term of this lease the sum of seventeen hundred fifty dollars (\$1,750).

(2) The lessee shall pay, as the same become due, the rentals of all railroads of which it shall come into possession or which it shall operate under and by virtue of this indenture during the continuance of this lease, and of all roads leased to this lessor according to the terms of the several leases; shall pay the interest on the indebtedness of the lessor and on the indebtedness of all roads leased or operated by the lessor which this lessor is under obligation to pay, a schedule whereof is hereto annexed, and upon such future indebtedness as shall be created for the purposes herein provided, and upon all future indebtedness of any road leased to or operated by the lessor which the lessor shall become bound to pay; and to that end shall pay to the lessor such sums of money at such times as shall enable it to punctually meet the interest on such indebtedness as the same matures.

The lessor shall assign and deliver to the lessee all cash on hand at the inception of this lease, and all bills, notes and accounts receivable then outstanding; and all moneys received thereon and all such cash on hand shall be used by the lessee in payment of the lessor's current unfunded indebtedness of every nature and in discharging its obligations under contracts outstanding at the inception of this lease, any balance of such cash or moneys in excess of the amount required for such purposes to be credited in the lessor's inventory of property delivered under and to be accounted for at the expiration of the lease; and if said cash and said moneys shall prove insufficient for the purposes aforesaid, the lessee may reimburse itself for the deficit by sale of the lessor's treasury stock.

(3) The lessee, as rental, on the first day of October, 1900, and on the first days of every subsequent January, April, July and October during the term of this lease, shall pay to each holder of the lessor's preferred stock, exclusive of any in the lessor's treasury, one dollar and twenty-five cents (\$1.25) for every share held by him; and to each holder of the lessor's common stock, exclusive of any in the lessor's treasury, twenty-five cents (\$0.25) for every share held by him; and in case of any failure so to pay, each shareholder shall have his separate right of action against the lessee for the amount due to him. The right of a shareholder to any quarterly payment and to sue as above provided shall be determined by his holdings on the first day of the month preceding such quarterly rental day as shown by the lessor's stock records, a certified copy of which shall be furnished to the lessee by the lessor's treasurer at least fifteen days before each quarterly rental day; provided, however, that, if the proper enabling legislation to that end shall have been procured, the lessee, upon demand of the Governor and Council, will buy the fifty thousand (50,000) shares of the lessor's common stock owned by the Commonwealth, and pay therefor five million dollars (\$5,000,000) par value of the lessee's three (3) per cent fifty (50) year gold bonds; and, upon demand to be made by the several holders thereof within one year from the inception of this lease, will also buy and pay for on the same terms the whole or any part of the five thousand (5,000) shares of the lessor's common stock now outstanding in the hands of private owners, all the said shares so purchased to be transferred and delivered to the lessee as its absolute property, and the said bonds issued in payment therefor to be in addition to bonds heretofore or hereafter authorized by charter or general law.

Shares of the lessor's capital stock owned by or held for the lessee shall not be voted at any stockholders' meeting during the continuance of this lease.

II. If from any cause the lessee cannot be put in lawful possession of any railroad or other property, or of any part of such railroad or other property, the transfer of which as part of the leased premises is contemplated by this indenture, the lessor shall continue in the possession, operation and management thereof without interference or direction from the lessee, shall receive and account to the lessee from time to time for any income and profits thereof, shall, upon its request, be furnished by the lessee with the means of operating and managing the same, shall be at all times indemnified by the lessee against all loss, injury or liability arising out of such operation and management, and shall

deliver possession to the lessee, to be held under this indenture, whenever it shall be practicable so to do.

III. The lessee shall assume all traffic balances due from the lessor to other railroads or transportation companies; shall assume all contracts of the lessor for equipment, supplies and material and all other contracts and liabilities of the lessor to and with individuals or corporations, express or implied (its contracts with the holders of its indebtedness as scheduled excepted), including all coupons overdue and unpaid, and shall assume and defend all suits against the lessor arising out of or in any way connected with the past or future use, ownership and operation of the demised premises or any part thereof, and pay all judgments obtained therein; shall pay the interest upon any portion of the indebtedness of the lessor or of its leased or operated lines that shall be renewed or extended during the term of this lease, in like manner as upon the same indebtedness before renewal or extension; and, in case the lessee shall purchase any of the stock and bonds or other securities, or shall take up or purchase and enforce for foreclosure or otherwise any indebtedness of any of the said leased or operated lines which shall not be so renewed or extended, the security so taken up or purchased, and all title, benefit or advantage derived from the enforcement thereof, shall inure to the lessor at the termination of this lease, upon its reimbursing to the lessee, without interest, all sums paid and expenses incurred in so taking up, purchasing and enforcing the same.

The lessee will indemnify and protect the lessor against all claims which may be made against it by stockholders who may not assent to this lease, and it will pay the claims of any such non-assenting stockholders, and the expenses of the proceedings to ascertain the amount thereof; and any stock, interest or property right of a non-assenting stockholder of the lessor, which may become its property under such proceedings, shall, upon such payment by the lessee, be transferred to it by the lessor, to be held and disposed of by the lessee for its use and benefit.

IV. The lessee, in addition to its right to sell treasury stock as and for the purposes mentioned in section 2 of Article I. hereof, shall also have the right, with the consent of the directors of the lessor, to sell from time to time, either at auction or at private sale, at a price to be agreed upon between the directors of the lessor and lessee, the whole or any part of such of the preferred or common stock of the lessor as may be in its treasury at the inception of this lease, for the purpose of purchasing additional rolling stock necessary for the transaction of the freight and passenger business of the lessor's road or of roads leased to it, or for making such other permanent improvements upon the lessor's property as the directors of the lessor and lessee may agree to as being necessary for the transaction of the lessee's business upon the lessor's lines.

Permanent improvements upon the lessor's property, not provided for in the preceding paragraph, if made by the lessee's directors with the assent of the directors of the lessor, or, in case of their disagreement, decided by the Railroad Commissioners of Massachusetts to be necessary and proper, shall be paid for from time to time by the issue and sale, in accordance with the statutes of Massachusetts, of additional stock or bonds of the lessor, as the lessee may from time to time request. Stock issued or sold as herein provided after the inception of this lease shall, from the time of such sale or issue, be deemed part of the lessor's capital stock within the provisions of Article I., section 3 hereof, and be entitled to quarterly dividends at the same rate and in the same manner as stock of the lessor outstanding at the inception of this lease. Bonds issued as herein provided after the inception of this lease shall be scheduled, and the interest thereon paid as part of the lessor's indebtedness under and pursuant to Article III. hereof. The indebtedness of said lessor as scheduled, including the bonds of the Vermont & Massachusetts Railroad Company payable under its lease to the lessor, shall be renewed by the lessor, with the aid of the lessee, as the same matures; and the whole or any portion thereof shall, at the request and under the direction of the lessee, be refunded at such time or times and at such rate of interest as may be approved by the lessee. Any benefits from reduced rates of interest consequent upon such renewal or refunding of the indebtedness of the lessor or of any of its leased or operated lines shall enure to the lessee. All premiums obtained from the sale of bonds of the lessor issued hereunder to renew or refund the lessor's indebtedness shall be expended by the lessee

upon the property of the lessor for permanent improvements not in the nature of ordinary repairs.

The term of renewal of any indebtedness of the lessor as herein provided shall not extend beyond the term of this lease without the consent of the lessor.

V. The lessor shall make and execute such lease or other operating contract with any other railroad corporation as the lessee may request; provided, however, that no such lease or contract, if the lessor shall so elect, shall by its terms extend beyond the continuance of this lease, and that the obligations and liabilities arising therefrom shall be assumed and sustained exclusively by the lessee, and that the lessor shall be by the lessee held harmless from any loss arising therefrom during the continuance of this lease. Any lease or contract of the lessor for the operation of any other railroad, terminating during the term of this lease, shall be renewed by the lessor under the direction and with the assent of the lessee upon the most favorable terms practicable; but said lessee shall not be bound to assent to the renewal of such lease or contract upon terms more onerous to the lessee than those now existing, unless, by the award of referees appointed as hereinafter provided, such renewal shall be decided to be necessary to the reasonable protection of the interests of the lessor. Any lease or contract made or renewed in accordance with the provisions of this article shall be subject to all the provisions of this lease as effectually as if now existing and herein included, and upon the termination of this lease shall be re-assigned to and enure to the benefit of the lessor; and all branches and extensions of road leased to or controlled by the lessee under this lease, which shall be constructed, leased or otherwise acquired by the lessee during the term hereof, shall be conveyed to the lessor at the expiration or earlier termination of this lease, upon its paying to the lessee the actual cost of the construction or acquirement thereof without interest.

VI. The lessor shall from time to time deliver to the lessee, or such person or persons as it may designate, all such proper powers of attorney, transfers and proxies as shall enable the lessee to vote on shares of the lessor in other railroads or other corporations, to collect dividends thereon, and to otherwise use the same as contemplated by this indenture; but said stock shall not be sold or otherwise disposed of by the lessee nor by the lessor except with the assent of the lessee.

VII. The lessee shall have the right to make such changes in the passenger or freight stations, tracks and terminal grounds of the lessor, to establish such new stations and to agree with other corporations for such union stations, to make such separations of grade crossings of railroads owned or leased by the lessor with other railroads and with highways, and such other changes in the railroad and railroad property of the lessor, as the safety and accommodation of the public and the convenient and economical transaction of business may in its judgment require; provided, however, that, at the termination of this lease, the lessor's stations, tracks, terminal grounds and railroad property shall be returned to it in as good order and repair as the same are now in, and so that the same shall be equally well fitted for the independent use and operation of its own railroad and its leased roads by the lessor; but not so as to change the termini of said railroad from the cities in which they now are, or so as to remove said railroad from the towns, cities and villages, or any of them, through which the same now runs.

The lessee shall also have the right to make permanent additions to and improvements upon the demised premises, which shall consist in general of improvements and additions for which bonds or shares of stock are issuable under the laws of the State within which such improvements or additions are made, or which are made in compliance with the decree of any court, tribunal or officer having jurisdiction in the premises, and which shall include, among others, additional real estate, any increase in track mileage, separations of grade crossings of railroads owned or leased by the lessor with other railroads and with highways, buildings, structures and bridges additional to those existing at the inception of this lease, and buildings, structures, and bridges replacing those existing at the inception of this lease, so far as the cost of such new buildings, structures and bridges exceeds the cost of restoring such old buildings, structures and bridges to as good condition as when new.

Real estate of the lessor not required for railroad uses may from time to time be sold, with the assent of the lessor's directors. In every such case the proceeds may be invested in other real estate, to be conveyed to the lessor and become a part of the premises demised hereunder; or, if that course be inconvenient or impracticable, shall be applied to permanent improvements on the demised premises, not in the nature of ordinary repairs, or otherwise used as the parties may agree.

VIII. All permanent additions and permanent improvements, if assented to by the directors of the lessor or decided by the Railroad Commissioners of Massachusetts to be necessary and proper, or if required to be made by force of any law now or hereafter existing, or by any court, tribunal or officer having jurisdiction in the premises, shall be paid for by the lessor so far as it has or can procure the power to do so in the manner provided in Article IV. of this lease; otherwise shall be paid for by the lessor at the termination of this lease in the manner hereinafter provided. The lessee shall, as often as once in every year, make and furnish to the lessor a written statement of all permanent additions to and permanent improvements upon the demised premises and of the cost thereof.

IX. The lessee shall use and operate the railroad of the lessor and of any other railroad corporation whose road is operated hereunder in accordance with the charter of the lessor and of such other corporation, and in accordance with the laws of the United States, of the Commonwealth of Massachusetts and of the States of New York, New Hampshire and Vermont, so far as the same are respectively applicable; shall furnish all cars, engines, rolling stock and equipment of every description required in addition to the like property hereby demised for the due operation of the railroads operated under and by virtue of this lease; shall observe and perform all the provisions of the leases and contracts of the lessor with railroads leased to or operated by it; shall keep the demised premises reasonably insured, and shall apply the proceeds of any insurance to restoring and replacing the property destroyed, or to making permanent improvements not in the nature of ordinary repairs upon the demised premises; shall apply the proceeds of rolling stock, equipment and other personal property herein demised which may become advisable to sell and which it is hereby authorized to sell at its discretion, so as to substitute therefor similar property of equal value and equally convenient to the use of the lessor whenever this lease is terminated; shall replace buildings or structures on the demised premises taken down or removed, and which the lessee is hereby authorized to take down or remove at its discretion, with other buildings, structures and permanent improvements upon the demised premises of equal value and equally convenient to the use of the lessor whenever this lease is terminated; shall furnish the directors of the lessor, not exceeding fifteen in number, and its treasurer, with free annual passes over the railroads operated by the lessee during the continuance of this lease, and shall transport the stockholders of the lessor over the railroads hereby demised to and from their annual and special meetings free of charge; shall permit the demised premises to be inspected annually by some competent person appointed by the lessor, who shall report to both lessor and lessee the condition of said premises, shall, for the purposes of such inspection, be furnished by the lessee with free transportation over the railroads operated by the lessee under this lease, and shall receive a reasonable compensation for his services, to be paid by the lessee as part of the lessor's operating expenses; shall make all returns required by law, and shall furnish the lessor with such abstracts of its accounts as shall enable it to make all returns required of the lessor; shall not assign this lease, except as hereinafter provided, nor under-let the whole or any part of the demised premises (except such portions thereof as may not be required by it for railroad uses), without the consent in writing of the lessor; shall keep the demised premises in the same good order and condition as the same are when received by the lessee under this lease; shall cause all rolling stock substituted for that herein demised and added thereto to be distinguished by appropriate names, numbers or letters; at the termination of this lease from any cause whatever shall surrender the demised premises and every part thereof, together with all improvements thereon and additions thereto, and together with all branches or extensions built or added by the lessee during the term hereof (to be ascertained and determined according to the inven-

tory hereinafter provided for), in the like good order and condition in which they are at the inception of this lease or may be put during the term, the amount of money to be accounted for to the lessor being the balance credited in said inventory as provided in section 2 of article I. hereof, and the amount of materials and supplies to be surrendered or accounted for to be equivalent in value to the amount on hand at the inception of this lease as shown by said inventory; and, subject to the provisions in this indenture contained, shall re-transfer to the lessor all stocks, bonds and securities transferred by the lessor under this lease; provided, however, that at the termination of this lease the lessor shall pay to the lessee the value without interest of any permanent improvements and additions not already paid for by the lessor, the said value to be determined, unless agreed upon by the parties, by the board of arbitrators provided for in Article XIII. of this lease.

X. The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requisites and forms of law; shall at the expense of the lessee do all acts and things and execute all legal instruments necessary and proper to put and secure the lessee in full enjoyment of all the property, rights, franchises and interests herein demised, and to carry into effect the true intent and meaning of this lease; and shall, from time to time, whenever requested, take real estate required for the convenient use of the demised premises, the lessee to be reimbursed by the lessor for the cost thereof and for all expenses arising out of such taking in accordance with the provisions of Article VIII. hereof.

To further secure the lessee in the beneficial enjoyment of the property, rights, franchises and privileges herein demised, the lessor constitutes the lessee its attorney irrevocable, with full right and power at the lessee's expense to use the name of the lessor in all legal proceedings and in all cases needful for obtaining, holding and enjoying the premises herein demised, and for all purposes consistent with the true intent of this instrument; and all acts and proceedings necessary to give validity to this lease in the States of New Hampshire, Vermont and New York shall be forthwith taken by the lessee in the name of the lessor, or otherwise, at the sole cost and expense of the lessee.

XI. That the property herein demised and to be accounted for at the termination of this lease may be accurately determined, there shall be made, as of the day when this lease takes effect, a full and particular inventory, description and appraisal of all estate and property, real and personal, belonging to the lessor and coming into the possession of the lessee by virtue of this lease, to which, from time to time, shall be added such other estate and property as shall come into the possession of the lessee by virtue hereof. Such inventory, description and appraisal, and the additions thereto from time to time, shall be made by two competent persons, one selected by each party; in case of their disagreement, they shall refer the matter in difference to some third person, whose decision shall be final.

Such inventory, description and appraisal shall be made in duplicate, and an original furnished to each party, and shall be evidence of the nature, value and condition of the property demised at the inception of this lease or at the time of the additions thereto in all cases in which any question of such nature, condition or value may arise.

XII. This lease is upon the condition that, if the lessee shall at any time fail to make to the lessor as part of the rent herein reserved the payments herein stipulated to be made to the lessor to enable it to pay the interest on indebtedness as above provided, or shall fail for thirty days to make any quarterly payments of rental as stipulated in Article I., section 3 hereof, then and in such case the lessor may at once enter upon the demised premises and upon any part thereof as for the whole, and expel the lessee and determine the estate hereby granted, and shall thereupon become seized and possessed of the demised premises and of all the premises then in possession of the lessee or lessor under this indenture, and of every part thereof in its original right and as if this lease had never been made; and upon the further condition that, if the lessee shall fail to perform or observe any other of the covenants and agreements in this lease contained, and such failure shall continue for six months after written notice of such failure from the directors of the lessor, or if the use or possession of the demised railroads or any of them, or the estate hereby created and vested in the lessee, shall be taken from the lessee by

legal proceedings of any kind, or be put into the hands of a receiver, or in any manner be taken into the control of any court, then, in any of said events, and notwithstanding any license or waiver of any prior breach of condition, the lessor shall have the like right to enter and expel the lessee and revest in itself its former estate in the demised premises and every part thereof; provided, however, that such entry by the lessor for breach of condition shall in no wise prejudice or impair any remedies to which it might otherwise be entitled for arrears of rent or preceding breach of covenant, or any other rights secured by this lease in case of its termination before the expiration of the term thereof.

XIII. In case of any disagreement between the parties hereto as to the true intent and meaning of this lease or any part thereof, or as to anything done or to be done under and by virtue of it or growing out of it, the matter in controversy shall be referred by written submission to the arbitration of referees, to be chosen in the manner following: one shall be chosen by each of the parties hereto, or, if either shall unreasonably fail or neglect to appoint a referee when requested by the other, the Board of Railroad Commissioners of Massachusetts, after due notice to the party so failing or neglecting, may appoint a referee; the third shall be selected by the two so chosen. The arbitrators shall hear the parties after due notice to each of them, and, if either party fail to attend after such notice, may proceed *ex parte*. The award in writing of said arbitrators or a majority of them, being duly notified to the parties, shall be final and conclusive upon them.

IN TESTIMONY WHEREOF, the said parties, by their respective presidents thereunto duly authorized, have caused their corporate seals to be hereto affixed and these presents to be executed and the same to be countersigned by their respective treasurers the day and year before written.

FITCHBURG RAILROAD COMPANY,

By EDMUND D. CODMAN, *President*.

In presence of A. WETHERELL DRAPER.

A. RYDER.

Countersigned by DANIEL A. GLEASON, *Treasurer*.

BOSTON AND MAINE RAILROAD,

By LUCIUS TUTTLE, *President*.

In presence of A. WETHERELL DRAPER.

A. RYDER.

Countersigned by AMOS BLANCHARD, *Treasurer*.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, June 30, 1900. Then personally appeared E. D. Codman, president, and Daniel A. Gleason, treasurer, of the Fitchburg Railroad Company, and acknowledged the foregoing instrument to be the free act and deed of the said Fitchburg Railroad Company; and Lucius Tuttle, president, and Amos Blanchard, treasurer, of the Boston & Maine Railroad, and acknowledged the foregoing instrument to be the free act and deed of the said Boston & Maine Railroad.

Before me, WILLIAM B. LAWRENCE, *Justice of the Peace*.

LEASE OF THE NASHUA STREET RAILWAY (OF NEW HAMPSHIRE)
TO THE LOWELL & SUBURBAN STREET RAILWAY COMPANY.

THIS INDENTURE, made the twenty-eighth day of May, 1900, by and between the Nashua Street Railway, party of the first part, hereinafter called the lessor, a corporation duly organized and existing under the laws of the State of New Hampshire, and owning and operating a street railway in the city of Nashua and elsewhere in said State, and the Lowell & Suburban Street Railway Company, party of the second part, hereinafter called the lessee, a corporation duly organized and existing under the laws of the

Commonwealth of Massachusetts, and owning and operating a street railway in Lowell and elsewhere in said Commonwealth, which connects with that of the lessor at the boundary line between said State of New Hampshire and said Commonwealth of Massachusetts,

WITNESSETH: That whereas, the parties hereto have been duly authorized to enter into a contract of lease of the property, rights, privileges, easements and franchises of the lessor to the lessee, by the Legislature of the State of New Hampshire, by chapter 174 of the Acts of the year 1897, and by the Legislature of said Commonwealth of Massachusetts, by chapter 127 of the Acts of the year 1896, and have by appropriate proceedings of their respective stockholders and boards of directors, in accordance with the provisions of said acts above referred to, approved of a contract of lease substantially in the form of these presents:—

Now, therefore, the said parties, each for itself, its successors and assigns, and each in consideration of the covenants and engagements herein made by the other, have covenanted and agreed, and do hereby covenant and agree, each to and with the other, and its successors and assigns, and the party of the first part hereby grants to the party of the second part, as follows, to wit:—

I. In consideration of the covenants herein contained on the part of the lessee to be kept and performed and of the rental hereinafter reserved, said Nashua Street Railway hereby grants, assigns, transfers, demises and lets unto said Lowell & Suburban Street Railway Company, and to its successors and assigns, subject to all legal obligations and incumbrances thereon, and to all the duties, liabilities and restrictions imposed upon the lessor by said State of New Hampshire, all and singular the railway and property, real and personal, of the lessor, of every description, including all rights, privileges, locations, franchises, rights of way, easements and appurtenances thereunto belonging, all materials, supplies and cash on hand at the beginning of this lease, together with the right to demand and receive to its (the lessee's) own use all tolls, rents, revenues, income and profits of the demised premises; also all the right, title and interest of the lessor in and to all contracts and obligations of or with other corporations or persons.

To have and to hold all and singular the demised premises to the lessee, its successors and assigns, for and during the term of ninety-nine years from and including the first day of July, A.D. 1900, the said lessee keeping and performing the covenants herein contained on its part to be kept and performed, and yielding and paying rent for the said premises to the amount and in the manner following, all of which the lessee covenants to pay and do, to wit:—

(1) The lessee shall pay all operating expenses of the lessor, there being included therein, as part thereof, all repairs, and, subject to the provisions of Article IV., all renewals; all expenditures arising out of any contract, obligation, business, negligence or misfeasance, or however otherwise arising, and whether the liability for the same now exist or be hereafter created, in any way connected with the use and operation of the demised premises, except the funded indebtedness hereinafter mentioned, and including damages to persons or property, insurance, taxes of every description, federal, State or municipal, levied upon the lessor's property, income, business, franchises, capital stock, funded or other debt, or by law required to be deducted from any amounts payable upon the lessor's stock, funded or other debt; all expenses consequent upon or incidental to the renewal or refunding of the lessor's indebtedness; all necessary legal expenses of the lessor; all expenses incidental to the transfer and registration of the lessor's stock and bonds, provided, that the lessee shall have the right to designate from time to time the registration and transfer agents, and if at any time the lessor is dissatisfied with the responsibility of any transfer or registration agent so designated, another agent shall be designated, unless the board of arbitrators hereinafter mentioned shall approve of the continuance of the first agent; any expenditures hereinafter declared to be operating expenses; and the expenses of maintaining the organization of the lessor, for which expenses there shall be paid to the lessor, at the end of each successive six months during the term of this lease, the sum of two hundred and fifty dollars (\$250); provided, however, that the lessor shall, from the proceeds of stocks or bonds, or both, now or hereafter authorized and to be issued as provided in Article III., from time to time repay

to the lessee all sums which the lessee shall pay on account of any indebtedness existing at the date hereof which has been incurred for permanent additions or improvements to the demised property, or which it may be obliged to pay under any existing contract for like purposes, or which it may be obliged to pay for the purpose of completing any work in the nature of such permanent additions or improvements already in part or in whole contracted for by the lessor; and provided, further, that the lessor shall at the expiration or earlier termination of this lease reimburse the lessee for all sums which it, the lessee, may be obliged to pay on account of any indebtedness or liability of the lessor existing or incurred prior to July 1, 1900, other than for permanent additions or improvements, and also for such proportional part of all taxes, interest and other charges as shall have accrued prior to July 1, 1900, and shall be paid by the lessee.

(2) The lessee, during the continuance of this lease, shall pay to the holders thereof the interest on the existing indebtedness of the lessor, a schedule whereof is hereto annexed, and the interest upon any future indebtedness created in the manner herein-after provided. The lessee shall assume and pay the current expenses and indebtedness upon open account of the lessor outstanding at the inception of this lease, and the same shall be accounted for and reimbursed to the lessee from the proceeds of stock or bonds as hereinbefore provided, so far as the indebtedness is for permanent additions or improvements, and at the expiration or earlier termination of this lease so far as the indebtedness is not for permanent additions and improvements.

The lessor shall turn over to the lessee all cash on hand, all bills, notes and accounts receivable outstanding at the inception of this lease, and all sums received thereon and all cash on hand shall be accounted for and paid over to the lessor by the lessee without interest at the expiration or earlier termination of this lease, together with a sum equal to all then accrued and unpaid taxes, interest and other charges.

(3) The lessee shall, on the first days of January and July in the year 1901, pay to each stockholder of record of the lessor a sum equal to two dollars (\$2) for each and every share of stock so held by him, and shall on the first days of January and July in the year 1902 pay to each stockholder of record of the lessor a sum equal to two and $\frac{5}{100}$ dollars (\$2.50) for each and every share of stock so held by him; and shall on the first days of January and July in each year thereafter during the continuance of this lease pay to each stockholder of record of the lessor a sum equal to three dollars (\$3) for each and every share of stock so held by him; it being the intention hereof that the holders of the stock of the lessor shall receive two per cent semi-annually net in the year 1901, two and one-half per cent semi-annually net in the year 1902, and three per cent semi-annually net during each and every year thereafter while this lease continues in force. The treasurer of the lessor shall, at least five days before each date of payment, furnish the lessee with a certified list of the holders of record of the stock of the lessor entitled to dividends on such date.

II. The lessee shall assume all traffic balances due from the lessor to other companies; shall assume and have the benefit of all contracts of the lessor for equipment, supplies and material, and all other contracts and liabilities of the lessor to and with individuals or corporations, express or implied (its contracts with the holders of its indebtedness as now or hereafter scheduled excepted); shall assume and defend all suits against the lessor arising out of or in any way connected with the past or future use or operation of the railways demised or directly or indirectly operated by the lessee under and by virtue of this instrument, and shall pay all judgments obtained thereon against the lessor, or which the lessor is under obligation to assume; and shall assume and discharge all liabilities of the lessor except as herein otherwise provided.

III. The lessee shall pay the interest upon any portion of the indebtedness of the lessor that shall be renewed or extended during the term of this lease, in like manner as upon the same indebtedness before renewal or extension.

In case it shall become necessary under the provisions of this lease for the lessor to make payment for permanent additions, alterations or improvements to the demised premises, or to pay or refund any portion of the indebtedness mentioned in the annexed schedule, or any indebtedness hereafter incurred and scheduled, or to pay or fund any indebtedness contracted for permanent additions and improvements prior to the incep-

tion hereof, or to make any repayments to the lessee for expenditures made by it for the foregoing purposes, the lessor shall, from time to time, at the request of the lessee, issue additional stock or bonds, or both, to an amount sufficient for the purpose, so far as it may legally have or can obtain the right so to do. In such cases the lessor shall, at the expense and under the direction of the lessee, do all such acts and things as may be necessary or proper to obtain the requisite authority for the issue desired from the Board of Railroad Commissioners of New Hampshire or from any other board having jurisdiction in the premises or from the Legislature of New Hampshire. Said stock and bonds so issued shall, except so far as other provision is made by law, be sold under the direction of the lessee. In so far as the proceeds of any issue of stock or bonds exceed the amount to obtain which the issue has been authorized, the excess shall be paid over to the lessee, to be invested by it in permanent additions, alterations or improvements to the demised property, under the provisions of Article IV.

The lessee shall in all cases have authority as between the parties to decide whether stock or bonds, or both, and what amount thereof, shall from time to time be issued, and shall also have the right to determine the rate of interest upon all interest-bearing obligations, and the time for which they shall run, whether the same are issued for the purpose of refunding or paying indebtedness or for the purpose of paying for permanent additions, alterations or improvements to or upon the demised property; provided, however, that no bonds shall be issued in excess of the outstanding capital stock of the lessor; that no bonds shall be issued to become payable after the expiration of this lease without the consent of the lessor; that all bonds shall be payable in lawful money of the United States, unless, in the case of bonds issued to refund gold bonds of the lessor already outstanding, the parties shall otherwise agree; that no such bonds shall be sold at less than par; that the benefit of all reductions in interest shall accrue to the lessee; and that all bonds shall, to such extent as the lessee requests, be secured by a mortgage of the railway, franchise and other property of the lessor, in such form as the parties shall agree upon, or, in case of failure to agree, as the board of arbitrators under Article X. shall determine, the expenses of preparing such mortgage to be met and paid by the lessee as a part of the operating expenses of the demised premises. All stock issued as provided in this article shall from the time of such issue be deemed part of the lessor's capital stock, within the provisions of clause 3 of Article I. of this indenture; and all bonds so issued shall be scheduled, and the interest paid as part of the lessor's indebtedness, under and pursuant to clause 2 of Article I.

IV. The lessee shall have the right at its own expense to alter the tracks of the demised railway and to build such sidings and branches as may be necessary to maintain a convenient connection of the demised railway with the existing or future railway of the lessee.

The lessee may from time to time make such additions to, and alterations and improvements in, the demised railway, its rolling stock, tracks, equipment, power houses, car houses, stations, structures and appurtenances, as it may deem necessary for the purpose of making better provision for the due and safe transportation of the public, or for the purpose of complying with any requirement of law or public or municipal authority, or for the purpose of reducing the operating expenses of the demised railway.

The lessor shall from time to time, either from moneys received by the lessee under Article V. or from the proceeds of stock and bonds lawfully authorized, and in no other manner, except as hereinafter provided, repay to the lessee the cost of such permanent additions, alterations and improvements made by the lessee, as the lessor may consent to, or, if such consent be refused, as the board of arbitrators provided for in Article X. shall determine that the directors of the lessor, if actually operating the lessor's road, would be justified in making in the interest of the lessor.

If and to such extent as the lessor shall be unable to issue stock or bonds as contemplated by and in accordance with the provisions of Articles III. and IV. of this lease, and for the purposes therein expressed, either because the necessary authority to make such issues cannot be procured (efforts thereto being made and renewed from time to time to a reasonable extent), or otherwise, the lessor shall be liable for and will pay to the lessee within five years next after the expiration of this lease, however terminated, a

sum in cash equal to the amount for which stock or bonds would have been issued pursuant to the said provisions had the necessary authority existed or been obtained so to do. In computing said sum no interest shall be added to or allowed upon the amount for which such stock or bonds should have been issued except for so much of said period of five years as the payment of said sum shall be delayed.

Permanent additions, alterations and improvements for which the lessor may be called upon to pay under the provisions of this lease shall consist of: (1) the abolition of grade crossings; (2) additional rolling stock and its equipment; (3) additional track mileage and its equipment; (4) additional real estate; (5) additional stations, additional power houses with their equipments, and additional car houses with their equipments; (6) additional bridges, buildings and other structures; (7) renewals of, substitutions for or additions to existing stations, bridges, buildings and other structures, tracks and equipment, rolling stock and equipment, power houses and equipment and car houses and equipment, so far as the cost of such renewals or substitutions or additions exceeds the cost, when new, of the things renewed or the things replaced or the things added to; provided, however, that the road of the lessor shall so far as practicable continue unimpaired in length and value; that no part of the same shall be voluntarily discontinued except with the consent of the lessor; that road discontinued by compulsion of law shall, within a reasonable time, be made good to the lessor by other road of equal value, constructed by the lessee at its own expense, or otherwise shall be paid for at its value in money to be applied as in case of the proceeds of real estate under Article V.; and that new track mileage shall be deemed a permanent addition or improvement hereunder only when increasing the mileage of the lessor's road as existing at the inception of this lease, or when exceeding in cost the cost of road previously discontinued, and then only to the extent of such increase or such excess of cost.

Any moneys from time to time in the possession of the lessee which are by the terms of this indenture applicable to such purpose shall first be applied to the repayment to the lessee of the cost of permanent additions, alterations and improvements, and only the balance remaining unpaid shall be paid from the proceeds of stock or bonds or both to be issued by the lessor as provided in Article III.

The lessee shall have the right to apply for the necessary consent of the lessor or for the necessary certification or determination of said board of arbitrators either before said additions, alterations and improvements are made, or within one year thereafter.

The lessee shall not directly or indirectly locate or construct, or through any agency or device promote or aid in the location or construction of, any street railway paralleling or in any way competing with any street railway, or any portion thereof, demised to or directly or indirectly operated by the lessee by virtue of this lease.

V. Real estate of the lessor, in the judgment of the lessee not required by the lessee for the conduct of its business, may be sublet by the lessee for a period not longer than the expiration or other earlier termination of this lease.

Such real estate may also be sold, with the consent of the lessor to be given upon the reasonable request of the lessee; and the proceeds of said sale shall be received by the lessee and applied either to purchasing and retiring the outstanding indebtedness of the lessor as scheduled, or to making permanent additions, alterations or improvements upon the property demised or operated by virtue of this lease, as the parties hereto may agree. If such proceeds are applied to retire outstanding indebtedness, the annual rental to be paid by the lessee under clause 2 of Article I. hereof shall be reduced by the amount of the saving in interest charges thereby effected.

If the parties are unable to agree as to whether a sale of said real estate is reasonable or upon the terms thereof or upon the application of the proceeds, the matters in difference shall be determined by the arbitrators provided for in Article X. hereof.

The lessee shall also receive all money not yet received to which the lessor may be or become entitled for land or property taken by public authority, either before or after the date hereof, or for injury or damage to the same, and apply the same as hereinabove provided with respect to the proceeds of real estate.

VI. The lessee shall, subject to the special provisions of this indenture, at its own expense maintain and keep the demised premises and all the property and fixtures of

every description which it shall receive or operate under this lease in as good order and condition as the same now are or shall be when received by the lessee, so that there shall be no depreciation as to quality or quantity in the same or any part thereof, and, at the expiration or earlier termination of this lease, shall, subject to the special provisions of this indenture, return the same to the lessor in the same good order and condition, and put the lessor in possession of all the railways and property at said time demised to the lessee under this indenture. The lessee shall use and operate said railways and properties so demised and operated in accordance with all laws of the State of New Hampshire, all lawful municipal ordinances, and all lawful orders of the Railroad Commissioners of said State or of any public authority that may be applicable thereto; shall, subject to the provisions of Article IV., furnish all horse or electric or other power, all engines, rolling stock and equipment of every description required, in addition to the like property hereby demised, for the due operation of the railways operated under and by virtue of this indenture; shall not diminish the facilities for travel upon the lessor's railway as they exist at the inception of this lease, except so far as substantially equal facilities may be furnished by the lessee or otherwise; shall keep the demised premises reasonably insured, and shall apply the proceeds of any insurance to restoring or replacing the property destroyed or to making permanent improvements, not in the nature of ordinary repairs, upon the demised premises; shall apply the proceeds of the rolling stock, equipment and other personal property herein demised, which it may deem advisable to sell and which it is hereby authorized to sell at its discretion so as to substitute therefor like property of equal value; shall replace buildings or structures on the demised premises taken down or removed, and which the lessee is hereby authorized to take down or remove at its discretion, with other buildings, structures or permanent improvements upon the demised premises of equal value and equally convenient for the use of the lessor at the expiration or earlier termination of this lease, or shall apply a sum of money equal to the value thereof in the same manner as the proceeds of real estate are to be applied under Article V.; shall permit the demised premises to be inspected annually by the lessor's directors and by some competent person appointed by the lessor, who shall report to the lessor the condition of said premises, and shall, for the purpose of such inspection, be furnished with free transportation over the railways operated under and by virtue of this indenture, and shall receive a reasonable compensation for his services, to be paid by the lessee; shall make all returns required by law, and shall furnish the lessor with such abstracts of accounts as shall enable it to make all returns required of the lessor; shall not assign this lease nor underlet the premises or any part thereof without the written assent of the lessor first had and obtained, except as provided in Article V. hereof, and except that nothing herein shall be construed to impair the right and power of the lessee to mortgage or pledge as security for its own bonds now or hereafter issued the interests acquired under and by virtue of this lease, or to assign such interests as a part of its franchise and property in the event of a sale thereof to, or a consolidation of the lessor with, any other street railway company existing under the laws of said State of New Hampshire or Commonwealth of Massachusetts; and at the end of the term of this lease, or at any earlier termination thereof from any cause whatever, shall surrender the real and personal estate demised under and by virtue of this indenture, to be ascertained and determined according to the inventory hereinafter provided for, in the like good order and condition in which they are at the inception of this lease, or when received by the lessee or may be put during the term, with all improvements thereon or additions thereto, the amount of money, materials and supplies to be surrendered or accounted for to the lessor to be equivalent in value to the amount on hand at the inception of this lease, as shown by said inventory; provided, however, that the continuity of the lessor's road, whenever returned to the lessor, and the connection between its several parts, shall be such that said lessor's road will be as well fitted for independent use and operation by the lessor as at the inception of this lease, any compensation for mileage previously discontinued and paid for but restored or made good, under this provision, to be accounted for and reimbursed to the lessee.

VII. That the property herein demised, and to be accounted for at the expiration or earlier termination of this lease, may be accurately determined, there shall be made, as

of the day when this lease takes effect, a full, complete and particular inventory and description of all estate and property, real or personal, belonging to the lessor, and coming into the possession of the lessee by virtue of this lease; and to this, from time to time, shall be added such other estate and property as shall come into the possession of the lessee under the terms of this lease. Such inventory and description, with the additions thereto from time to time, shall be made by two competent persons, one selected by each party; in case of their disagreement, they shall refer the matter in difference to some third person, whose decision shall be final. Such inventory and description shall be made in duplicate, and an original furnished to each party, and shall be evidence of the nature and condition of the property demised at the inception of this lease, or at the time of the additions thereto in all cases in which any questions of the nature, condition or value may arise. The reasonable compensation for services and expenses of the persons making such inventory shall be paid by the lessee.

VIII. The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requirements and forms of law; shall do all acts and things and execute all legal instruments necessary and proper to put and secure the lessee in the full enjoyment of all the property, rights, franchises and interests herein demised, and to carry into effect the true intent and meaning of this lease; shall, as provided in Article III., whenever and as often as requested by the lessee, execute a mortgage or mortgages (but at the expense of the lessee), to secure the bonds of the lessor as the same mature or are for any reason to be renewed, refunded or increased; and shall not increase its capital stock as now existing and issued, nor its indebtedness, except as provided in this lease. To further secure the lessee in the beneficial enjoyment of the property, franchises, rights and privileges herein demised and specified, the lessor constitutes the lessee its attorney irrevocable, with full right and power, at the lessee's expense, to use the name of the lessor in all legal proceedings and in all cases needful for obtaining, holding and enjoying the premises herein demised and specified, and for all purposes consistent with the true scope and intent of this instrument.

The lessor further covenants that it will at the expense of the lessee comply with all requirements of law and with the lawful ordinances of all cities and towns in which the demised property is located, in so far as the lessee cannot act in its stead; and that it will, at the request of the lessee, itself make applications for extensions or alterations of tracks and locations where the lessee cannot act in its stead, and will at all times, when it cannot act by the lessee as attorney, itself do such acts and execute such papers as may be necessary or proper to carry out the true intent of these presents. Any locations, rights or property so acquired by the lessor after the date hereof shall be made subject to the provisions of this indenture. The lessor also constitutes and appoints the lessee its attorney in fact, with full power to collect and receive all moneys due to the lessor, and to compromise or refer to arbitration all claims by or against the lessor or its property.

IX. This lease is upon the condition that, if the lessee shall at any time fail to punctually pay, in accordance with clause 2 of Article I. hereof, to the holders of the lessor's indebtedness and each of them the interest on the lessor's indebtedness as scheduled, as the same shall become due and payable, or shall fail to make any payment as stipulated for in clause 3 of Article I. hereof, then, and in such case, at any time after the expiration of thirty days from the time when written notice of such default has been served on the lessee, the lessor may, if such default still continues, enter upon the demised premises and upon any part thereof, as and for the whole, and expel the lessee, and determine the estate hereby granted, and shall thereupon become seized and possessed of the demised premises, and of all premises then in possession of the lessee or the lessor under this indenture, and of every part thereof in its original right, and as if this lease had never been made; and upon the further condition that, if the lessee shall fail to perform any other of the covenants and agreements in this lease contained, and such failure shall continue for six months after written notice of such failure from the directors of the lessor, the lessor shall have the like right to enter and expel the lessee, and vest in itself its former estate in the demised premises, and all premises then in possession of the lessee or the lessor under this indenture, and every part thereof; provided, however, that such entry by the lessor for breach of condition shall in no wise prejudice or impair any remedies to which it might otherwise be entitled for arrears of rent or preceding

breach of covenant, or any other rights secured by this lease in case of its termination before the expiration of the time thereof.

X. In case of any disagreement between the parties hereto as to the true intent and meaning of this lease or any part thereof, or as to anything done under and by virtue of it, or growing out of it, the matter in controversy shall be determined by arbitrators to be chosen in the manner following: one shall be chosen by each of the parties hereto, or if either shall unreasonably fail or neglect to appoint an arbitrator when requested by the other, the Board of Railroad Commissioners, or the chief justice of the supreme court of the State under the laws of which the party so failing to appoint is organized, may, after due notice to the party so failing or neglecting, appoint an arbitrator; the third shall be selected by the two so chosen, and in case of their failure to choose a third, by the Board of Railroad Commissioners or the chief justice of the supreme court of the State under the laws of which the party requesting such arbitration is organized. The arbitrators shall hear the parties, after due notice to each of them, and if either party fail to attend after such notice, may proceed *ex parte*. The award in writing of said arbitrators or a majority of them, being duly notified to the parties, shall be final and conclusive upon them. The expenses and reasonable compensation of said arbitrators shall be paid by the lessee.

XI. It is hereby further agreed between the parties hereto that the lessee shall be and remain subject to all the laws of said Commonwealth of Massachusetts, and to all obligations and provisions thereof, in the same manner and to the same extent as if this lease had not been made; and that no extension of the railway of said lessor into any city or town other than the city of Nashua and town of Hudson, in the State of New Hampshire, shall be made, and that no purchase or lease by said lessor of the railway and property of any other street railway company incorporated under the laws of said State of New Hampshire shall be valid or binding upon said lessor or upon said lessee, unless and until such extension, purchase or lease, as the case may be, shall have been approved by the Legislature or the Board of Railroad Commissioners of said Commonwealth of Massachusetts.

IN WITNESS WHEREOF the said parties hereto have caused these presents, and a duplicate original hereof, to be signed in their names and behalf by their respective presidents, and their respective corporate seals to be hereto affixed and attested by their respective clerks, both thereunto duly authorized by votes of their respective stockholders and board of directors as required by law, and have hereto affixed and cancelled the United States revenue stamps required by law, the day and year first above written.

NASHUA STREET RAILWAY,

By JOHN A. FISHER, *President*.

[SEAL.]

Attest:

JOHN P. GOGGIN, *Clerk*.

LOWELL & SUBURBAN STREET RAILWAY COMPANY,

By EDWARD M. TUCKE, *President*.

[SEAL.]

Attest:

P. F. SULLIVAN, *Clerk*.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. NASHUA, Nov. 3, 1900. Then personally appeared the above-named John A. Fisher, president of the Nashua Street Railway, and acknowledged the foregoing instrument to be the free act and deed of said Nashua Street Railway, before me,

WM. A. NELSON, *Notary Public*.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Nov. 2, 1900. Then personally appeared the above-named Edward M. Tucke, president of the Lowell & Suburban Street Railway Company, and acknowledged the foregoing instrument to be the free act and deed of said Lowell & Suburban Street Railway Company, before me,

W. A. FISHER, *Justice of the Peace*.

SCHEDULE OF FUNDED INDENTEDNESS OF THE NASHUA STREET RAILWAY REFERRED
TO IN THE FOREGOING INDENTURE OF LEASE.

Mortgage bonds dated April 1, 1891, due April 1, 1911, interest at rate of six per cent per annum, principal and interest payable in gold, \$150,000.

I hereby certify that at a meeting of the directors of the Nashua Street Railway, specially called and held at the office of the company in Nashua, on May 28, 1900, in accordance with its by-laws, for the purpose of considering a lease by this company of its railway and other property to the Lowell & Suburban Street Railway Company, at which meeting a quorum was present, the foregoing lease, excepting the last provision thereof, viz., the paragraph headed XI., was presented and read; and that the following vote was thereupon unanimously passed by all the directors present, and that the number of directors present was four, and that the full board of said directors of said company consists of five members, viz.:—

Voted, That the form of lease which has been read at this meeting of all the property, rights, privileges, easements and franchises of this corporation to the Lowell & Suburban Street railway Company, a body corporate established under the laws of the Commonwealth of Massachusetts, be, and the same is hereby, approved, adopted and agreed to; and that the president or vice-president be, and either of them is hereby, authorized to execute the same, in duplicate, in the name and on behalf of this company; and that the clerk or treasurer be, and either of them is hereby, authorized to affix to the executed copies of said lease, and to attest, the seal of this company; and that the form of said lease be spread upon the records of this meeting; and that all and each of the terms, conditions and provisions in said form of lease contained are hereby adopted and agreed to as a part of this vote; and that the clerk be, and he is hereby, directed to affix to the executed copies of said lease an attested copy of this vote, and a certificate that the same was passed and agreed to by two-thirds of all the directors of this company.

A true copy.

Attest:

JOHN P. GOGGIN, *Secretary*.

I hereby certify that at a meeting of the stockholders of the Nashua Street Railway, specially called and held at the office of the company in Nashua, on June 6, 1900, in accordance with the by-laws of said company, for the purpose of considering a lease by this company of its railway and other property to the Lowell & Suburban Street Railway Company, at which a quorum was present, the foregoing lease, excepting the last provision thereof, viz., the paragraph headed XI., was presented and read; that the same, except as aforesaid, is the lease considered and approved at said meeting; and that the following vote was thereupon passed by the affirmative vote in favor thereof of more than two-thirds in interest of all the stockholders of said company, the vote standing on the question of approving the lease as follows, — 2,457 shares in favor and none against, viz.:—

Voted, That the form of lease which has been read at this meeting of all the property, rights, privileges, easements and franchises of this corporation to the Lowell & Suburban Street Railway Company, a body corporate established under the laws of the Commonwealth of Massachusetts, be, and the same is hereby, approved, adopted and agreed to; and that the president or vice-president be, and either of them is hereby, authorized to execute the same, in duplicate, in the name and on behalf of this company; and that the clerk or treasurer be, and either of them is hereby, authorized to affix to the executed copies of said lease, and to attest, the seal of this company; and that the form of said lease as spread upon the records of a meeting of the directors of this company, held May 28, 1900, and that all and each of the terms, conditions and provisions in said form of lease contained, are hereby adopted and agreed to as a part of this vote; and that the clerk be, and he is hereby, directed to affix to the executed copies of said lease an attested copy of this vote, and a certificate that the same was passed and agreed to by two-thirds in interest of all the stockholders of this company.

A true copy.

Attest:

JOHN P. GOGGIN, *Clerk*.

I hereby certify that at a meeting of the directors of the Lowell & Suburban Street Railway Company, specially called and held at the office of the company in Lowell, on May 28, 1900, in accordance with its by-laws, for the purpose of considering a lease by the Nashua Street Railway of its railway and other property to this company, at which meeting a quorum was present, the foregoing lease, excepting the last provision thereof, viz., the paragraph headed XI., was presented and read; and that the following vote was thereupon unanimously passed by all the directors present; and that the number of directors present was seven, and that the full board of said directors of said company consists of nine members, viz.:—

Voted, That the form of lease which has been read at this meeting of all the property, rights, privileges, easements and franchises of the Nashua Street Railway, a body corporate established under the laws of the State of New Hampshire, to this company be, and the same is hereby, approved, adopted and agreed to; and that the president or vice-president be, and either of them is hereby, authorized to execute the same, in duplicate, in the name and on behalf of this company; and that the clerk or treasurer be, and either of them is hereby, authorized to affix to the executed copies of said lease, and to attest, the seal of this company; and that the form of said lease be spread upon the records of this meeting; and that all and each of the terms, conditions and provisions in said form of lease contained are hereby adopted and agreed to as a part of this vote; and that the clerk be, and he is hereby, directed to affix to the executed copies of said lease an attested copy of this vote, and a certificate that the same was passed and agreed to by a majority of all the directors of this company.

A true copy.

Attest:

P. F. SULLIVAN, *Clerk*.

I hereby certify that at a meeting of the stockholders of the Lowell & Suburban Street Railway Company, specially called and held at the office of the company in Lowell, on June 15, 1900, in accordance with the by-laws of said company, for the purpose of considering a lease by the Nashua Street Railway of its railway and other property to this company, at which a quorum was present, the foregoing lease, excepting the last provision thereof, viz., the paragraph headed XI., was presented and read; that the same, except as aforesaid, is the lease considered and approved at said meeting; and that the following vote was thereupon passed by the affirmative vote in favor thereof of more than two-thirds in interest of all the stockholders of said company, the vote standing on the question of approving the lease as follows, — 10,560 shares in favor and none against, viz.:—

Voted, That the form of lease which has been submitted at this meeting of all the property, rights, privileges, easements and franchises of the Nashua Street Railway, a body corporate established under the laws of the State of New Hampshire, to this company be, and the same is hereby, approved, adopted and agreed to; and that the president or vice-president be, and either of them is hereby, authorized to execute the same in duplicate in the name and on behalf of this company as lessee; and that the clerk or treasurer be, and either of them is hereby, authorized to affix to the executed copies of said lease, and to attest, the seal of this company; and that the form of said lease as spread upon the records of a meeting of the directors of this company, held May 28, 1900, and that all and each of the terms, conditions and provisions in said form of lease contained, are hereby adopted and agreed to as a part of this vote; and that the clerk be, and he is hereby, directed to affix to the executed copies of said lease an attested copy of this vote, and to certify that the same was passed and agreed to by a majority in interest of all the stock of this company.

A true copy.

Attest:

P. F. SULLIVAN, *Clerk*.

I hereby certify that at a meeting of the directors of the Nashua Street Railway, specially called and held at the office of the company, in Nashua, N. H., on October 29, 1900, in accordance with its by-laws, for the purpose of considering a modification of, or amendment to, the lease by this company of its railway and other property to the Lowell & Suburban Street Railway Company, at which meeting the full board of five directors were present, the following votes were unanimously passed:—

Voted, That this board hereby agrees to a modification of the indenture of lease heretofore made between the Lowell & Suburban Street Railway Company and the Nashua Street Railway, dated May 28, 1900, by the addition thereto of the following provision, to follow Article X., and to precede the *in testimonium* clause in said lease, viz.:—

XI. It is hereby further agreed between the parties hereto that the lessee shall be and remain subject to all the laws of said Commonwealth of Massachusetts, and to all obligations and provisions thereof, in the same manner and to the same extent as if this lease had not been made; and that no extension of the railway of said lessor into any city or town, other than the city of Nashua and town of Hudson, in the State of New Hampshire, shall be made, and that no purchase or lease by said lessor of the railway and property of any other street railway company incorporated under the laws of said State of New Hampshire shall be valid or binding upon said lessor or upon said lessee, unless and until such extension, purchase or lease, as the case may be, shall have been approved by the Legislature or the Board of Railroad Commissioners of said Commonwealth of Massachusetts.

Voted, further, That said lease, modified and amended in accordance with the preceding vote of this board, is hereby approved, ratified, confirmed, adopted and agreed to; and that the president or vice-president be, and either of them is hereby, authorized to execute the same in duplicate, in the name and on behalf of this company; and that the clerk or treasurer be, and either of them is hereby, authorized to affix to the executed copies of said lease, as so amended, and to attest, the seal of this company; and that all and each of the terms, conditions and provisions in said lease, including the amendment aforesaid, are hereby adopted and agreed to as a part of this vote; and that the clerk be, and he is hereby, directed to affix to the executed copies of said lease, amended as aforesaid, an attested copy of this vote, and a certificate that the same was passed and agreed to by two-thirds of all the directors of this company.

Attest:

JOHN P. GOGGIN, *Secretary*.

I hereby certify that at a meeting of the stockholders of the Nashua Street Railway, specially and duly called and held at the office of the company, in Nashua, N. H. on November 1, 1900, in accordance with the by-laws of said company, for the purpose of considering an amendment to the lease by this company of its railway and property to the Lowell & Suburban Street Railway Company, at which meeting a quorum was present, the following votes were passed by the affirmative vote in favor thereof of more than two-thirds in interest of all the stockholders of said company, the whole number of shares issued and outstanding being 2,500, the number of shares voting in the affirmative being 2,459, and the number voting in the negative being none, viz.:—

Voted, That this company hereby agrees to a modification or amendment of the indenture of lease heretofore made between the Lowell & Suburban Street Railway Company and the Nashua Street Railway, dated May 28, 1900, by the addition thereto of the following provision, to follow Article X., and to precede the *in testimonium* clause in said lease, viz.:—

XI. It is hereby further agreed between the parties hereto that the lessee shall be and remain subject to all the laws of said Commonwealth of Massachusetts, and to all obligations and provisions thereof, in the same manner and to the same extent as if this lease had not been made; and that no extension of the railway of said lessor into any city or town, other than the city of Nashua and town of Hudson, in the State of New Hampshire, shall be made, and that no purchase or lease by said lessor of the railway and property of any other street railway company incorporated under the laws of said State of New Hampshire shall be valid or binding upon said lessor or upon said lessee, unless and until such extension, purchase or lease, as the case may be, shall have been approved by the Legislature or the Board of Railroad Commissioners of said Commonwealth of Massachusetts.

Voted, further, That said lease, modified and amended in accordance with the preceding vote, is hereby approved, ratified, confirmed, adopted and agreed to; and that the president or vice-president be, and either of them is hereby, authorized to execute, acknowledge and deliver the same in duplicate, in the name and on behalf of this com-

pany; and that the clerk or treasurer be, and either of them is hereby, authorized to affix to the executed copies of said lease as so amended, and to attest, the seal of this company; and that all and each of the terms, conditions and provisions of said lease, including the amendment aforesaid, are hereby adopted and agreed to as a part of this vote; and that the clerk be, and he is hereby, directed to affix to the executed copies of said lease, amended as aforesaid, an attested copy of this vote, and a certificate that the same was passed and agreed to by two-thirds in interest of all the stockholders of this company.

Attest:

JOHN P. GOGGIN, *Clerk*.

I hereby certify that at a meeting of the directors of the Lowell & Suburban Street Railway Company, specially called and held at the office of the company, in Lowell, Mass., on October 23, 1900, in accordance with its by-laws, for the purpose of considering a modification of, or amendment to, the lease by the Nashua Street Railway of its railway and other property to the Lowell & Suburban Street Railway Company, at which meeting a quorum was present, the following votes were unanimously passed by all the directors present; that the number of directors present was six, and that the full board of said directors of said Lowell & Suburban Street Railway Company consists of nine members:—

Voted, That this board hereby agrees to a modification of the indenture of lease heretofore made between this company and the Nashua Street Railway, dated May 28, 1900, by the addition thereto of the following provision, to follow Article X., and to precede the *in testimonium* clause in said lease, viz.:—

XI. It is hereby further agreed between the parties hereto, that the lessee shall be and remain subject to all the laws of said Commonwealth of Massachusetts, and to all obligations and provisions thereof, in the same manner and to the same extent as if this lease had not been made; and that no extension of the railway of said lessor into any city or town, other than the city of Nashua and town of Hudson, in the State of New Hampshire, shall be made, and that no purchase or lease by said lessor of the railway and property of any other street railway company incorporated under the laws of said State of New Hampshire shall be valid or binding upon said lessor or upon said lessee, unless and until such extension, purchase or lease, as the case may be, shall have been approved by the Legislature or the Board of Railroad Commissioners of said Commonwealth of Massachusetts.

Voted, further, That said lease, modified and amended in accordance with the preceding vote of this board, is hereby approved, ratified, confirmed, adopted and agreed to; and that the president or vice-president be, and either of them is hereby, authorized to execute the same in duplicate, in the name and on behalf of this company; and that the clerk or treasurer be, and either of them is hereby, authorized to affix to the executed copies of said lease, as so amended, and to attest, the seal of this company; and that all and each of the terms, conditions and provisions in said lease, including the amendment aforesaid, are hereby adopted and agreed to as a part of this vote; and that the clerk be, and he is hereby, directed to affix to the executed copies of said lease, amended as aforesaid, an attested copy of this vote, and a certificate that the same was passed and agreed to by a majority of all the directors of this company.

Attest:

P. F. SULLIVAN, *Clerk*.

I hereby certify that at a meeting of the stockholders of the Lowell & Suburban Street Railway Company, specially and duly called and held at the office of the company in Lowell, Mass., on November 1, 1900, in accordance with the by-laws of said company, for the purpose of considering an amendment to the lease by the Nashua Street Railway of its railway and property to the Lowell & Suburban Street Railway Company, at which meeting a quorum was present, the following votes were passed by the affirmative vote in favor thereof of a majority in interest of all the stockholders of said company, the total number of shares issued and outstanding being 12,000, the number of shares voting in the affirmative being 11,993, and the number voting in the negative being none, viz.:—

Voted, That this company hereby agrees to a modification or amendment of the indenture of lease heretofore made between the Lowell & Suburban Street Railway Com-

pany and the Nashua Street Railway, dated May 28, 1900, by the addition thereto of the following provision, to follow Article X., and to precede the *in testimonium* clause in said lease, viz. :—

XI. It is hereby further agreed between the parties hereto that the lessee shall be and remain subject to all the laws of said Commonwealth of Massachusetts, and to all obligations and provisions thereof, in the same manner and to the same extent as if this lease had not been made; and that no extension of the railway of said lessor into any city or town, other than the city of Nashua and town of Hudson, in the State of New Hampshire, shall be made, and that no purchase or lease by said lessor of the railway and property of any other street railway company incorporated under the laws of said State of New Hampshire shall be valid or binding upon said lessor or upon said lessee, unless and until such extension, purchase or lease, as the case may be, shall have been approved by the Legislature or the Board of Railroad Commissioners of said Commonwealth of Massachusetts.

Voted, further, That said lease, modified and amended in accordance with the preceding vote, is hereby approved, ratified, confirmed, adopted and agreed to; and that the president or vice-president be, and either of them is hereby, authorized to execute, acknowledge and deliver the same in duplicate, in the name and on behalf of this company; and that the clerk or treasurer be, and either of them is hereby, authorized to affix to the executed copies of said lease as so amended, and to attest, the seal of this company; and that all and each of the terms, conditions and provisions of said lease, including the amendment aforesaid, are hereby adopted and agreed to as a part of this vote; and that the clerk be, and he is hereby, directed to affix to the executed copies of said lease, amended as aforesaid, an attested copy of this vote, and a certificate that the same was passed and agreed to by a majority in interest of all the stockholders of this company.

Attest:

P. F. SULLIVAN, *Clerk.*

LEASE OF THE AMESBURY & HAMPTON STREET RAILWAY TO THE EXETER, AMESBURY & HAMPTON STREET RAILWAY COMPANY (OF NEW HAMPSHIRE).

THIS INDENTURE, made this first day of July, in the year nineteen hundred, by and between the Exeter, Hampton & Amesbury Street Railway Company, incorporated by the laws of the State of New Hampshire (hereinafter called the lessee), of the one part, and the Amesbury & Hampton Street Railway Company, incorporated under the laws of the Commonwealth of Massachusetts (hereinafter called the lessor), of the other part,

WITNESSETH: that under and in pursuance of the provisions of chapter 182 of the Acts of 1900 of the Commonwealth aforesaid, the lessor hereby leases, demises and lets unto the lessee all and singular its franchises, railway, land and other property of every description, with all the rights, privileges, easements and appurtenances thereunto belonging, including the right to demand and receive to the lessee's own use all tolls, rents, revenues, income and profits of the demised premises.

To have and to hold the same unto the lessee, its successors and assigns, for the term of twenty-five years, beginning with the day of the date hereof.

(1) The lessor covenants that during the continuance of this lease it will maintain its corporate organization in due form of law, and for that purpose will hold all necessary meetings, elect all necessary officers and make and keep all necessary records, reports and returns required by law, at an expense not to exceed \$100 per annum to be paid by the lessee.

(2) The lessor covenants to do and perform, upon the reasonable request of the lessee, all such further acts, and to execute any and all such instruments as are necessary or proper for the due protection, preservation and full enjoyment by the lessee of all the property, rights and privileges hereby demised, and for confirming, establishing and carrying into full effect the terms and provisions of this indenture according to its

true intent; and that in default thereof the same may be done by the lessee, its successors or assigns, or its or their lawful agents, in the name and as the act of the lessor; and that the lessee may use the name of the lessor in bringing or defending any suits or proceedings in law or equity which may be necessary for the purposes aforesaid; but the lessee shall save and hold the lessor harmless and indemnified from and against all loss, cost, damage and expense arising therefrom.

(3) The lessor covenants, in case the lessee deems it advisable, to sell any part of the real estate or personal property hereby demised (any such proposed sale of real estate having been first approved by the stockholders of the lessor and by the directors of both the lessor and lessee), to execute and deliver such instruments as may be necessary to transfer its title therein to the vendee, provided that the proceeds of any such sale shall be applied to the substitution of property of equal value to that sold or expended to increase the value of other property hereby demised, and the lessee agrees so to apply or expend the proceeds.

(4) In consideration of the premises, the lessee covenants to pay as rent hereunder a semi-annual dividend of two per cent on the shares of the capital stock of the lessor lawfully issued and from time to time outstanding, such capital stock not to exceed the aggregate principal amount of \$50,000, and covenants to pay a like dividend upon any shares of the capital stock of the lessor lawfully issued in excess of the said principal amount of \$50,000, provided that the said increase and issue of capital stock shall have been approved by a vote of a majority of the stockholders of the lessee; the said dividends to be paid to the recorded stockholders of the lessor on the first days of January and July in each year during the term of this lease, the first payment to be made on the first day of January, 1901; and in case this lease is terminated at any time prior to the first day of July, 1925, a proportionate part of such semi-annual dividend to be paid for any expired portion of the half-year then current; provided, however, that the lessee shall pay the notes payable of the lessor amounting to \$4,797, and shall deduct the said sum from the dividends agreed to be paid hereby; and the lessee may pay any other claims, debts or liabilities of the lessor now existing or hereafter accruing from or on account of any past acts, deeds or transactions, and deduct the amount of all such payments from the said dividends.

(5) The lessee covenants to fulfil all the covenants and agreements of the lessor contained in its mortgage to the Beacon Trust Company, dated November 4, 1899, and its supplemental mortgage to the said Trust Company, dated April 13, 1900; and hereby assumes and agrees to pay the principal and interest of the bonds to the aggregate principal amount of \$50,000 issued under the said mortgages, and also shall assume and agree to pay the principal and interest of bonds issued and to be issued under the said mortgages in excess of the said aggregate principal amount of \$50,000; provided that such increase and issue of bonds shall have been approved by vote of a majority of the stockholders of the lessee. The guaranty of the lessee shall be endorsed upon the said bonds and signed by the treasurer of the lessee, and sealed with the corporate seal of the lessee in the following form, namely:—

For value received, the Exeter, Hampton & Amesbury Street Railway Company hereby guarantees to the bearer of the within bond or to the registered holder in case of registration the prompt payment of the principal and interest of the within bond according to its terms.

In witness whereof, the said Exeter, Hampton & Amesbury Street Railway Company has caused its common seal to be hereto affixed and these presents to be signed in its behalf by its treasurer duly authorized thereto this day of , 1900.

(6) The lessee also covenants to pay all taxes and assessments whatsoever which are lawfully assessed to the lessor or upon the demised property during the term of this lease, including the taxes of the year 1900.

(7) The lessee covenants to keep the demised property and all improvements and additions thereto insured for a reasonable amount, payable in case of loss to itself; and the lessee may receive from the insurer any payments made in case of loss, and shall apply the same to restore or replace the property injured or destroyed or to make permanent improvements or additions to the property demised.

(8) The lessee covenants to keep said railway and other demised property in as good condition as at the inception of this lease, and at the termination of the lease to surrender the same and all property substituted therefor in like good order and condition.

(9) The lessee covenants to save the lessor harmless from all suits, damage and expense by reason of any acts or omissions of the lessee in the operation, management or use of the demised premises during the continuance of this lease, and at its own expense to defend all suits that may be brought against the lessor or the leased property by reason of any such act or omission, and to pay all sums recovered as damages or costs in any such suit.

(10) The lessee covenants at its own expense and cost to operate and use the demised railway and property in compliance with and subject to all general laws of said Commonwealth of Massachusetts which now are or hereafter may be in force in relation to street railways and street railway companies, and in such manner as not to diminish the facilities for travel or increase the rates of fare on the demised railway. And the lessee further covenants to furnish all cars, equipment, structures and apparatus of every description required for the due operation of said railway, in addition to the property hereby demised.

(11) The lessor covenants that it will issue additional shares in its capital stock or bonds, or both, in order and to an amount sufficient to pay for permanent improvements and permanent additions to the demised premises, whenever requested by the board of directors of the lessee; and will deliver such shares and bonds to the lessee, to be used for the said purposes; and will issue bonds whenever so requested for the purpose of renewing or refunding its existing bonds or any bonds hereafter issued under these presents; and any benefits from reduced rates of interest during the continuance of this lease consequent upon such renewal or refunding shall enure to the lessee; and any premiums obtained from the sale of bonds of the lessor issued to renew or refund its bonds shall be used to provide permanent improvements and permanent additions to the demised premises. And the lessor agrees that its directors and stockholders will take all necessary steps and pass all necessary votes and will make all necessary applications to the Board of Railroad Commissioners in order to issue stock or bonds upon the request of the lessee as herein provided; and, in the event of failure to make any such issue, it agrees to allow and pay to the lessee such sums as may have been paid by it for the permanent additions and permanent improvements and such other sums as shall be required to reimburse the lessee for expenses on account of such failure to issue additional stock or bonds. The lessor covenants that it will not issue any stocks or bonds without the express request of the board of directors of the lessee.

(12) The lessor further covenants that it will execute, acknowledge and deliver all necessary deeds, mortgages and conveyances in order to secure its bonds by mortgage in such manner in accordance with the laws of Massachusetts as the lessee shall in writing require; and also that it will make all such applications to boards of aldermen, selectmen, the Board of Railroad Commissioners and other public bodies or private individuals or corporations in order to obtain extensions, renewals, modifications or changes in the location, or new locations, or rights, privileges or franchises, as the lessee shall in writing require.

(13) The lessor and lessee mutually covenant that there shall forthwith be made a full and complete inventory and appraisal of the land, buildings, tracks, overhead construction, equipments and all other property of every nature and description demised by this lease, a copy of which shall be furnished to the lessor and the lessee; and the same shall be conclusive evidence in any and all cases in which the question of the condition and value of said property at the time of making this lease shall arise between them. The said inventory and appraisal shall be made by two disinterested persons, one selected by the lessor and one by the lessee, who in case of any disagreement may choose a third, and the decision of a majority shall be final. On the termination of this lease, whether before or at the end of the term, a like inventory and appraisal shall be made of all the property then surrendered by the lessee to the lessor; and if the property surrendered is thus found to be of greater value than the appraised value at the commencement of the lease, plus a sum equal to all amounts of money received by the lessee from

the issue of shares of stock and bonds of the lessor (excepting renewal and refunding bonds), the difference shall be paid by the lessor to the lessee in money; and if the property surrendered is of less value than the appraised value at the commencement of this lease, plus the said sum received from stock and bonds as aforesaid, the difference shall be paid by the lessee to the lessor in money.

(14) This lease is upon the express condition that if the lessee, its successors or assigns, shall fail to make any semi-annual payment of rent as hereinbefore stipulated, or to pay the principal and interest of the said bonds in accordance with its agreement, or to keep or perform any of its other covenants or agreements herein contained, and such default continues for one month after written notice thereof from the lessor to the lessee, then and in either case this lease may be terminated at the option of the lessor, and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate, without prejudice to its right of action for arrears of rent or breach of covenant, and upon such entry the term shall end.

IN WITNESS WHEREOF, the said parties have caused these presents to be executed in duplicate by their respective presidents and treasurer thereunto duly authorized, and their respective corporate seals to be hereto affixed the day and year first above written.

AMESBURY & HAMPTON STREET RAILWAY COMPANY,

By WALLACE D. LOVELL, *President*.

[SEAL.]

EDWIN L. PRIDE, *Treasurer*.

EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY,

By WARREN BROWN, *President*.

[SEAL.]

EDWIN L. PRIDE, *Treasurer*.

[STAMP.]

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On this nineteenth day of July, in the year 1900, personally appeared the above-named Wallace D. Lovell and Edwin L. Pride, respectively president and treasurer of the Amesbury & Hampton Street Railway Company above mentioned, and acknowledged the foregoing instrument to be the free act and deed of the said corporation, before me,

CHARLES E. OBER, *Notary Public*.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. On this nineteenth day of July, in the year 1900, personally appeared the above-named Edwin L. Pride, treasurer of the Exeter, Hampton & Amesbury Street Railway Company above mentioned, and acknowledged the foregoing instrument to be the free act and deed of the said corporation, before me,

CHARLES E. OBER, *Notary Public*.

STATE OF NEW HAMPSHIRE.

COUNTY OF ROCKINGHAM. On this twenty-first day of July, in the year 1900, personally appeared the above-named Warren Brown, president of the Exeter, Hampton & Amesbury Street Railway Company above mentioned, and acknowledged the foregoing instrument to be the free act and deed of the said corporation, before me,

CHARLES M. LAMPREY, *Notary Public*.

SALEM, July 26, 1900. At 9 o'clock and 45 minutes A.M., received and entered with Essex Deeds, South District, Libro 1613, page 455.

Attest:

WILLARD J. HALL, *Register*.

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